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766 (DOMINION BUREAU OF STATISTICS  
DEPARTMENT OF TRADE AND COMMERCE)

Travel between Canada and other countries

(INTERNATIONAL TOURIST

AND

TRAVEL EXPENDITURES

(VOLUME OF TRAVEL (AND ESTIMATED EXPENDITURES)

1948 - 59

REVISED EXPENDITURES

1947



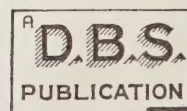
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*Government of Canada*



**VOLUME OF TRAVEL  
AND  
ESTIMATED EXPENDITURES  
1948  
REVISED EXPENDITURES  
1947**



DEPARTMENT OF TRADE AND COMMERCE  
DOMINION BUREAU OF STATISTICS - CANADA  
INTERNATIONAL PAYMENTS SECTION

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INTERNATIONAL TOURIST AND TRAVEL EXPENDITURES

Expenditures in Canada by travellers from other countries in 1948 rose to a new height of \$283 million, (1) and were accompanied by a substantial decrease in expenditures of Canadian travellers in other countries, which dropped to \$134 million from \$167 million in the year before. As a result, net receipts were \$149 million compared to a previous high of \$90 million in 1929 and a low of \$45 million in 1933.

In travel between Canada and the United States total receipts were \$270 million; a gain of 12 per cent over the previous high point of \$241 million established in 1947, (2) while debits resulting from Canadian travel in the United States dropped to \$113 million from the peak of \$152 million established in 1947. The resulting net credits were \$157 million, 52 per cent more than the previous record of \$103 million which had held since 1929. Net credits in travel between Canada and the United States have increased each year from the wartime low of \$53 million in 1943. Between 1943 and 1947 the increase in net credits resulted from expansion in United States travel in Canada accompanied by expansion in Canadian travel in the United States. Very substantial increases in credits were accompanied by increases almost as large in debits. Consequently net credits showed only a minor improvement, standing at \$60 million in 1944, \$82 million in 1945, \$86 million in 1946 and \$89 million in 1947. In 1948, however, receipts from United States travellers continued to increase at

about the same rate as in the previous year, while debits were cut by the Emergency Exchange Conservation program which limited United States dollar expenditures on travel and banned imports of most types of merchandise which Canadian travellers have been in the habit of buying. As a result net credits increased by 76 per cent from \$89 million in 1947 to \$157 million in 1948.

Part of the increase in United States expenditures in Canada during 1948 may have been due to an extension of the United States customs exemption applying to United States travellers although the total expenditures of longer term tourists did not increase appreciably. For many years residents of the United States remaining out of the country for 48 hours or longer have been entitled to import free of duty purchases valued at not over \$100. Early in 1948 this privilege was extended by a further exemption not to exceed \$300, applying to all residents remaining out of the country for 12 days or more. The \$300 privilege is permitted once every six months and is granted in addition to the former exemption of \$100.

When expenditures of non-resident travellers in Canada in 1948 are compared with similar expenditures in 1947, the true significance of the figures can only be judged if changes which occurred in Canadian prices during the same period are taken into account. Travel receipts from all countries in 1948 were 13 per cent higher than in 1947. The cost of living in Canada as measured by the official index, however, was on average 15 per cent higher in 1948 than in 1947. Travel costs probably

(1) Data for 1948 are subject to revision.

(2) Receipts from the United States in 1947 are revised at \$241 million.

rose even more, therefore what non-resident travellers purchased in 1948, when measured not in terms of money but in terms of food, shelter, transportation and a multitude of other goods and services, was less than it was in the year before. As non-residents entered Canada in 1948 in greater volume than ever before, it follows that the average traveller must have cut his visit shorter or curtailed his purchases.

This feature of the year's traffic is also suggested in the analysis of expenditures by length of stay which accompanies Statement 3. The average expenditures of the group of shorter term visitors increased sharply and their expenditures made up a major part of the increase in total outlays in Canada during the year. The average expenditures of longer term visitors at the same time were only slightly higher than in 1947. As a result total expenditures of this longer term group rose only about 5.1 per cent during the year, with an increase in volume of traffic of about 3.6 per cent.

As a source of United States dollars international travel has in recent years ranked second only to the export of newsprint, and the industry of catering to visitors from other countries has become one of major importance. Although the whole Canadian economy benefits as a

result, the benefit is of particular significance to unproductive parts of the country which have natural tourist attractions. The tourist trade has raised the whole standard of living in such areas. Good roads, better shops, improved quality and variety of merchandise, better hotels, better steamship and rail service and a dozen other things have come with the tourist. Further, the influx of visitors has given other countries a better understanding of Canada, its relation to the Commonwealth of Nations and its immediate problems.

In spite of official restraints Canadians remain the most persistent border-crossing nationals in the world. The flow of travel across the international boundary is unmatched at any other frontier, and the Canadian participation in this flow when considered in relation to the population of Canada is much greater than the American participation in proportion to the population of the United States. Even with the restrictions in 1948 Canadian travel expenditures in the United States were about \$9 per capita of the population of Canada, whereas American expenditures in Canada were not much more than \$1.75 per capita of the population of the United States. On the other hand, average expenditures per traveller do not vary so much between Canadians and Americans when considered in the aggregate.

Receipts from United States Travellers in 1948 Classified  
by Province of Entry into Canada.

Not enough is known of the movements of American travellers within Canada to permit a breakdown of the total receipts from the United States of \$270 million according to the provinces in which the expenditures are made. From information which is available regarding ports of entry and exit of American motorists travelling in Canada on customs permits it is possible to ascertain the number of such motorists leaving Canada by a province other than that by which they enter. The information goes no further than this however, and there is no way of learning what part of the Canadian visit is in the province of entry and what part

is in other provinces. With regard to travellers entering Canada by other methods of transportation such as train, bus, boat or plane, there is less information regarding interprovincial travel. In important instances persons entering certain provinces by railway are destined to other provinces.

Although it is not possible to divide total expenditures by travellers according to the provinces in which the expenditures are made, it is possible to divide them according to the provinces through which the travellers enter Canada. Such figures are, of course, only generally indicative

of provincial receipts from foreign travel, being subject to an unknown volume of interprovincial travel. In Statement 1 is given a distribution of United States travel expenditures in Canada by province of entry for the years 1945-1948. To facilitate

comparison between annual data, the distribution has been presented in the form of percentages of the total expenditures per year. The table shows that the provinces generally remained in the same order of rank in each year.

STATEMENT 1. - DISTRIBUTION OF UNITED STATES TRAVEL EXPENDITURES IN CANADA BY PROVINCE OF ENTRY, 1945-1948.

<u>Province of Entry</u>	<u>Percentage of Total</u>			
	<u>1945</u>	<u>1946</u>	<u>1947</u>	<u>(2) 1948</u>
Maritimes (1) .....	6.7	6.3	7.0	8.2
Quebec .....	17.5	21.0	18.6	17.9
Ontario .....	58.6	50.9	54.2	55.4
Manitoba .....	2.3	3.1	2.9	2.8
Saskatchewan .....	.8	1.4	1.5	1.6
Alberta .....	.7	1.3	1.9	2.5
British Columbia .....	13.4	16.0	13.9	11.6
<b>TOTAL .....</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

(1) Entering mainly through ports in New Brunswick.

(2) Data for 1948 are subject to revision.

Receipts from United States Travellers in 1948 Classified by Type of Transportation Used to Enter Canada.

An analysis of United States travel expenditures in Canada during 1948 according to types of transportation used in entering the country indicates that there was a pronounced rise in average expenditures per person by short term visitors. Average expenditure rates by non-permit motorists entering Canada for periods of less than 48 hours were approximately 39 per cent higher than in 1947. An increase was also shown in average expenditures of motorists entering on customs permits but the rise was much smaller, being only about 5 per cent. Aggregate expenditures by all short term motorists were at least 60 per cent greater than in the preceding year. Heavier spending by short term motorists no doubt reflects increased purchases of foodstuffs and other commodities which were in greater supply or at more attractive prices in Canadian border communities as well as increased outlays on recreation. Total ex-

penditures of motorists entering on customs permits, who are entitled to remain for 48 hours or longer or to leave by a point other than that of entry, were about 14 per cent greater than in 1947. For the first time since 1941 receipts from motorists exceeded those of travellers entering Canada from the United States by all other means of transportation.

The total number of entries into Canada by American cars during 1948 was 6.5 million, an increase of 12 per cent over the year before. They consisted of 1.8 million entries on customs permits and 4.7 million entries by short term or local vehicles. Entries on customs permits constitute the more important part of the automobile traffic entering Canada. On the assumption that each car entering Canada on a customs permit contains three persons, the 1.8 million vehicles entering on permits represent

an inflow of 5.4 million travellers of a type which generally makes substantial expenditures in this country. The volume of permit-holding traffic entering Canada in 1948 broke previous records establish-

ed in 1947 and 1946, which, in turn, had replaced prewar high marks established in 1931 and 1937 when the total number of vehicles numbered 1.5 million and 1.4 million respectively.

STATEMENT 2. - EXPENDITURES IN CANADA OF TRAVELLERS FROM THE UNITED STATES, BY TYPE OF TRANSPORTATION, 1943-1948.  
(Millions of Canadian Dollars)

Type of Transportation	1943	1944	1945	1946	1947	1948 <sup>(x)</sup>
Automobile .....	17.0	24.4	56.9	98.0	118.4	141.9
Rail .....	49.0	67.2	64.3	61.4	56.6	55.9
Boat .....	6.0	7.9	13.0	17.3	22.1	16.0
Bus (Exclusive of local bus) .....	5.0	6.3	12.9	15.8	16.7	20.8
Airplane .....	3.0	3.2	5.6	10.3	13.1	12.1
Other (pedestrians, local bus, etc.) .....	7.0	7.5	10.6	13.3	14.2	23.1
<b>TOTAL .....</b>	<b>87.0</b>	<b>116.6</b>	<b>163.3</b>	<b>216.1</b>	<b>241.1</b>	<b>269.8</b>

(x) Data for 1948 are subject to revision.

The number of travellers entering Canada by train during 1948 exclusive of intransit traffic across southern Ontario was 589,200, a decline of 9 per cent from the year before. Expenditures in 1948 by travellers arriving by train amounted to \$56 million. Expenditures by train passengers reached a peak of \$67 million in 1944 as a result of restricted automobile traffic during the war. The high level achieved in that year has been reduced in successive years as travel by car came back into common use, but even the 1948 figure is well above prewar levels.

Through bus services, operating between interior points in Canada and the United States, brought 479,505 non-residents to Canada in 1948, an increase of 11 per cent over the previous year. Bus traffic has increased rapidly from a low of 150,600 persons in 1943. These data include intransit passengers as they have opportunities to make limited purchases while en route through Canada. Expenditures of travellers entering Canada by through bus, including a nominal amount for intransit passengers, totalled \$21 million, or 25 per cent more than in the year before. Passengers on

local bus services operating between border communities are classified in the residuary group, "Other Travellers".

The growth of international traffic by air during the past decade has been spectacular. At the beginning of the war receipts from plane passengers barely amounted to a million dollars a year, but in 1947 they had risen to \$13 million. The volume of traffic was slightly higher in 1948 than in 1947, but lower expenditure rates in 1948 resulted in total receipts about \$1 million less than in the year before. The number of air travellers during the year was 115,600 including 4,600 passengers who flew across Yukon Territory intransit between the United States and Alaska.

Receipts from travellers entering Canada by boat made a continuous recovery during the period from 1942 to 1947. In 1942 many vessels were either directly or indirectly involved in the war effort and expenditures by boat passengers totalled only \$4 million. Five years later in 1947 they were \$22 million. In 1948 **substantially lower expenditure rates coupled** with unchanged volume of traffic cut total

expenditures to \$16 million.

All United States travellers to Canada who are not included in one or other of the classifications referred to above are grouped for convenience into a residuary classification called "Other Travellers". This group includes persons proceeding on foot and by ferry, taxi, motorcycle, bicycle, and local bus. The

volume of this traffic reaches large proportions at such ports as Windsor, Fort Erie, Niagara Falls, and St. Stephen. The number of such travellers was greater in 1948 than in 1947, particularly in the summer months, and their expenditures per person increased substantially. The resulting total expenditures of this group of miscellaneous travellers, at \$23 million, was 53 per cent greater than in 1947.

STATEMENT 3. - EXPENDITURES OF UNITED STATES TRAVELLERS IN CANADA BY LENGTH OF STAY

Preliminary Statement, 1948

Mode of Travel	Number of Persons	% of Grand Total	Expenditures \$	% of Grand Total
<u>A. Short Term Traffic</u>				
Automobile:				
Non-permit or local traffic	8,872,000	35.38	22,900,000	8.49
Repeat trips of permit holders	3,109,000	12.40	-	-
Tourist Class, 1 Day	2,065,000	8.23	8,441,000	3.13
Tourist Class, 2 Days	1,034,000	4.12	8,763,000	3.25
Commuters	2,000	0.01	393,000	0.15
Local permit holders	9,000	0.04	383,000	0.14
Rail, intransit	721,000	2.88	-	-
Bus, intransit	110,000	0.44	275,000	0.10
Airplane, intransit	5,000	0.02	12,000	0.00
Other travellers	5,439,000	21.69	23,112,000	8.57
TOTAL	21,366,000	85.21	64,279,000	23.83
<u>B. Long Term Traffic</u>				
Automobile:				
Tourist Class, more than two days	2,287,000	9.12	96,806,000	35.69
Summer Residents	19,000	0.07	4,214,000	1.56
Rail	589,000	2.35	55,910,000	20.73
Bus	369,000	1.47	20,511,000	7.60
Airplane	111,000	0.44	12,039,000	4.46
Boat	335,000	1.34	16,001,000	5.93
TOTAL	3,710,000	14.79	205,481,000	76.17
GRAND TOTAL	25,076,000	100.00	269,760,000	100.00

Receipts from United States Travellers in 1948 Classified by  
Length of Stay in Canada

The total number of entries into Canada by residents of the United States in 1948 was more than 25 million. Included in this total are many different types of travellers, ranging from residents of border communities whose visits generally last for less than 24 hours to summer residents whose stays are measured in weeks or months. Average expenditures in Canada by these visitors range from a few dollars for casual visits of a day or less to more than \$400 per season by owners and tenants of summer residences. The short term visits are very numerous, arising out of the close social and economic relationships between border communities such as those in the Windsor-Detroit region and the St. Stephen-Calais region. In many communities located on or close to the border there exists an interdependence with the neighbouring locality on the other side of the border resulting in heavy local traffic between Canadian and American centres. Although the short term visits are high in number, as a result of their low average expenditure they account for a comparatively small part of the total receipts from the United States.

Data in Statement 3 are subject to revision at a later date. Final data for the year 1947 are shown in the same form in Table 9. Very comprehensive information is available regarding the length of stay of the tourist class of non-resident motorists entering Canada on customs permits. This information is presented for the year 1947 in Tables 1 and 1-A.

In Statement 3, visits of two days or less are classified in Section A as "Short term traffic" and all visits of longer duration are designated in Section B as "Long term traffic". The Statement shows that the longer term travellers account for the larger part of the expenditures. While they represent only a minor part of the total movement of persons to Canada their expenditures contribute the major part of the total

disbursements. In 1948 more than 76 per cent of the total expenditures of \$270 million were made by longer term travellers, who accounted for only 15 per cent of the 25 million border crossings made by American residents during the year. Of the 21 million short term visits, 15 million were made by motorists, close to a million were made by intramodal rail and bus passengers, and more than 5 million were in the residuary classification, "Other Travellers". There has been little change in recent years in the relationship between the numbers of long and short term entries. The number of short term entries of two days or less expressed as a percentage of the total number of entries in the years 1945-1948 were respectively 85.8, 84.3, 84.2 and 85.2. There has been a tendency however in the past two years for a greater proportion of the total expenditures to be made by travellers on short visits. Expenditures by short term visitors expressed as percentages of the total amounted to 17.5 in 1945 and 1946 but increased to 18.9 in 1947 and to 23.8 in 1948.

The greater concentration of expenditures by short term visitors in 1948 led to this group accounting for a major part of the increase in total expenditures by all American visitors. The short term group accounted for a gain of \$18.8 million compared with the total increase of \$28.7 million in all expenditures. This was due mainly to higher average expenditures by this group, particularly in the case of non-permit local automobile traffic. The average expenditures of this group of motorists rose by 40.2 per cent.

The increase in the average expenditures by the longer term travellers was only small. Most of the increase of \$9.9 million in expenditures by this group, which contains the typical tourist on vacation, was due to the moderate rise of 3.6 per cent in the number of longer term visitors.

STATEMENT 4. - COMPARATIVE DATA ON VOLUME OF TRAFFIC AND EXPENDITURES  
OF UNITED STATES TRAVELLERS TO CANADA 1947 AND 1948.

Preliminary Statement, 1948.

	Number of Persons	Expenditures in Canada	Average Expenditure per Person
	M	\$M	\$
<u>Short Term Traffic</u>			
1947	19,100	45,509	2.38
1948	21,366	64,279	3.01
Change during year	+ 2,266	+ 18,770	+ .63
Per cent change	+ 11.86	+ 41.24	+ 26.47
<u>Long Term Traffic</u>			
1947	3,580	195,576	54.63
1948	3,710	205,481	55.38
Change during year	+ 130	+ 9,905	+ .75
Per cent change	+ 3.63	+ 5.06	+ 1.37
<u>Total Traffic</u>			
1947	22,680	241,085	10.63
1948	25,076	269,760	10.76
Change during year	+ 2,396	+ 28,675	+ .13
Per cent change	+ 10.56	+ 11.89	+ 1.2

Average Expenditures per car of United States Motorists  
Entering Canada on Customs Permits

Customs permits, valid for periods up to 12 months, are issued to American motorists who desire to keep their cars in Canada longer than 48 hours or who plan to leave the country at some point other than the place of entry. In practice it has been found that four distinct types of motorists apply for customs permits. Three of these are numerically small, but the number of days they spend in Canada during a year is comparatively large and expenditures per car are consequently high. They are summer residents, commuters (working in Canada and dwelling in the United States,) and residents of border communities, known as "locals", who make frequent visits of short duration to Canada. Each motorist in these three groups is issued one permit

per year which entitles him to make as many trips across the border as he chooses during the period of validity of the permit. Average expenditures per car reported by these classes in 1948 were as follows: summer residents \$441, commuters \$372, and locals \$98. In the aggregate the three classes constitute less than 1 per cent of the total number of permit-holders, but due to their high rates of expenditure they contribute 4 per cent of the total expenditures of all permit-holding cars. All other permit-holders, comprising 99 per cent of the total number, constitute the fourth group, known as the "tourist class". Average expenditures reported by the tourist class in 1948 were \$63 per car.

STATEMENT 5. - AVERAGE DECLARED EXPENDITURES PER CAR OF NON-RESIDENT MOTORISTS  
ENTERING CANADA ON CUSTOMS PERMITS, BY CLASS OF PERMIT  
1943-1948

<u>Class of Permit</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>	<u>1946</u>	<u>1947</u>	<u>1948</u> <sup>(x)</sup>
	\$	\$	\$	\$	\$	\$
Tourists	40.37	41.97	50.04	55.77	61.66	63.22
Commuters	258.53	270.56	391.50	374.62	311.04	372.04
Summer Residents	329.40	289.01	446.82	502.64	415.28	440.99
Locals	65.78	57.75	80.42	98.92	99.48	97.52

(x) Data for 1948 are subject to revision.

Statement 6 reveals that the average expenditure per car by motorists in the tourist class varies widely between provinces. In 1947 these expenditures ranged from \$53 in Ontario to \$126 in Alberta, and reflected varying conditions of travel in different parts of Canada. The proximity of Ontario to large centres of population across the border encourages more visits of short duration than are made in other provinces. Intransit traffic across southern Ontario is another factor tending to depress average expenditures in that province. Expenditures in Alberta are influenced by elaborate mountain resorts

located there, and by the distance separating the border from the larger centres of population. As an illustration, an American car must travel at least 700 miles to reach Edmonton and return to the United States. Heavily weighted by the large volume of traffic into Ontario the average expenditure for the Dominion was only \$62 per car.

When data for 1947 are compared with those for previous years it is seen that the average amount of money expended per car has been increasing year by year in each province, with the exception of a

drop in Alberta in 1946 which is probably due to exceptional expenditures in the year 1945 in connection with the Alaska Highway and the development of military airports.

Ontario recorded the greatest rise in 1947 over 1946 with an increase of 14 per cent. Increases in other provinces ranged from 11 per cent in the Maritimes to less than 1 per cent in British Columbia.

STATEMENT 6. - AVERAGE DECLARED EXPENDITURES PER CAR OF MOTORISTS OF THE  
"TOURIST" CLASS OF CUSTOMS PERMITS, BY PROVINCE OF EXIT.  
1943-1947

Province of Exit	1943	1944	1945	1946	1947
	\$	\$	\$	\$	\$
Maritimes	31.66	36.96	58.85	89.86	99.47
Quebec	30.49	33.13	53.76	62.55	65.88
Ontario	40.38	40.94	44.93	46.73	53.09
Manitoba	47.96	65.35	82.91	89.39	91.25
Saskatchewan	45.57	51.21	70.20	77.61	78.74
Alberta	81.26	119.64	146.78	123.71	126.32
British Columbia	57.37	57.66	84.14	84.96	85.30
Total	40.37	41.97	50.04	55.77	61.66

Analysis of Statistics Respecting "Tourist Class" of United  
States Motorists according to Length of Stay in Canada

In Tables 1 and 1-A, United States permit-holding motor traffic of the "tourist class" is analyzed by length of stay in Canada, and data for 1947 are presented according to number of days stay in Canada for each of the following:

- (a) Number of cars to which permits are issued.
- (b) Average expenditure per car.
- (c) Total expenditures of all cars.
- (d) Total number of car-days.
- (e) Average expenditure per car per day.
- (f) Average number of persons per car.
- (g) Total number of persons travelling in all cars.
- (h) Total number of person-days.
- (i) Average expenditure per person per day.

In addition, data in items (a) and (c) are presented in the form of percentages of the total traffic.

The number of car-days according to visits of varying duration is shown in column 7 of Table 1. In 1947 the number of car-days resulting from visits of one day or less was 574,630 or 6.5 per cent of the total number of car-days for all visits. This percentage is somewhat smaller than the corresponding

figure for 1946 which was 7.4. The number of car-days resulting from visits of from 24 to 48 hours expressed as a percentage of the total was 7.1 for 1947, again slightly less than the 1946 figure of 7.6. If similar comparisons are made between 1947 data and 1946 data for each item in column 7, the 1947 percentages are found to be smaller than the 1946 percentages for each day's stay from 1 to 30 and for the two groups of traffic remaining in Canada for visits of 31-40

days and 41-50 days. On the other hand for all visits of longer duration than 50 days as shown in Table 1, namely for visits of 51-60 days, 61-70 days ----- 176-365 days, the 1947 percentages are greater than the 1946 percentages. These figures indicate a change in composition of this type of traffic between 1946 and 1947 - a relatively smaller number of cars staying in 1947 for visits of from 1 to 50 days and a relatively larger number staying for visits lasting longer than 50 days. In general the increase in longer term traffic more than compensated for the decrease in shorter term traffic, and the average length of stay in 1947 for all cars comprised in Tables 1 and 1-A is 5.39 days, an advance of 9 per cent over the 1946 figure of 4.95 days.

The average number of persons per car at 3.00 showed little change from 3.06 in 1946. Average expenditure per person per day advanced from \$3.83 to \$4.15.

More than half of all permits issued to the tourist class in 1947 were used for visits of 2 days or less. The number of permits is at a peak in the one day class and falls off rapidly as length of stay increases. Expenditures, however, are greatest in the three day group, and decline less rapidly than the number of permits because of the higher average expenditures of longer stay cars. Average expenditure per car per day in the one day class is at the relatively low level of \$12.35 as it does not customarily involve overnight accommodation. Maximum daily expenditure is reached in the three day class at \$17.47. A gradual decline is in evidence as the length of stay increases until cars remaining for three months or more report daily disbursements of only \$2.95, suggesting that the occupants are living in cottages or staying with relatives.

The average number of persons per

car (including the driver) is at a maximum in the one day class and has a general tendency to decline with the length of stay. However, intermediate peaks are observed at the 8-day and 15-day marks coinciding with vacations of one and two weeks duration. This pattern is confirmed in the average expenditures per person per day where relatively light spending at the 8 and 15 day periods suggests the presence of family groups enjoying one and two weeks holidays.

The predominance of short-stay cars in the tourist class of permit-holders is partly due to a large volume of intransit travel, particularly across the peninsula of southern Ontario between the States of New York and Michigan. American motorists travelling between Buffalo and Detroit can save at least 100 miles by taking the Canadian short cut. An analysis of intransit motor traffic appears in Table 6, in which is presented the volume of traffic on one and two-day permits proceeding between selected ports in Ontario, Quebec and British Columbia. The number of such permits issued in 1947 was 281,700, constituting 32 per cent of the total number of one and two-day permits issued at all ports in Canada.

The intransit traffic across southern Ontario is supplemented by a smaller volume of similar traffic which cuts across short stretches of Quebec and British Columbia. In addition to its influence upon the volume of travel, it is probable that intransit traffic has a depressing influence upon the average expenditure per car in the short stay groups. It seems reasonable to suppose that persons travelling intransit for the sake of convenience will spend less money than those who are travelling for pleasure although the duration of their stay in Canada may be about the same.

Analysis of United States Motor Traffic to Canada by Ports  
of Entry and Exit

No direct record is kept of the movements of American motorists within Canada. However, the ports of entry into Canada and exit from Canada of all American motorists travelling on customs permits are known, and examination of a sufficient number of permits according to port of entry and corresponding port of exit discloses the routes within Canada which attract the greatest number of American motorists. Due to the large number of points at which the border is crossed it is not practical to analyse all American motor traffic according to individual ports of entry and exit, but an analysis is made each year of the traffic returning to the United States by provinces other than the province of entry, and of the traffic between groups of ports in Ontario which handle particularly heavy volumes of traffic. The analysis embraces all permit-holding cars returning to the United States in the period of four months from June to September, the period during which most of the pleasure travel to Canada is concentrated. The analysis understates the total volume of travel between different provinces and between different border regions of Ontario to the extent that cars enter and leave by the same province after visiting other provinces, or enter and leave by the same region in Ontario after visiting other regions in that Province. For this reason the figures should be construed as minimum data on inter-provincial and inter-regional travel. The data on minimum interprovincial motor travel in Tables 2 and 5 show the number of American cars entering Canada in 1947 by one province and returning to the United States by another. As a measure of the relative importance of interprovincial traffic the number of cars returning to the United States by a province other than that of entry is expressed in Table 5 as a percentage of the total number of cars entering Canada through each province. The data show a wide range in the extent of

interprovincial travel in different parts of the country, ranging from 6 per cent of the total number of entries in Ontario to 44 per cent of the entries in Alberta. The aggregate number of border crossings between Quebec and Ontario is greater than that between any two other provinces, but in proportion to the total volume of American cars entering those provinces the interprovincial traffic is comparatively light. Much heavier in proportion to the total volume of United States cars is the flow of traffic across the continental divide between British Columbia and Alberta. This type of interprovincial traffic was heavier in 1947 than in 1946 with respect to entries through all provinces except Saskatchewan.

There are well defined preferences on the part of Americans regarding the direction in which motor tours through Canada should be taken. In 1947, 7,900 cars travelled from Ontario and Quebec to the Maritime Provinces as against only 4,800 moving in the opposite direction. The same preference is observed in each year back to 1941 when interprovincial statistics of this nature were first recorded. There is a similar preference for entering by Ontario before Quebec or Manitoba. The proximity of Ontario border crossings to large centres of population in the United States is no doubt responsible for the preference, as Americans planning pleasure tours to Canada are likely to take the most direct route to the Canadian border. Similar preferences exist with respect to the direction in which the more popular motor tours in Ontario are taken.

In 1947 more than 60 per cent of all permit-holding cars entered Canada through ports of entry in the Province of Ontario. The six routes within Ontario which were followed by the greatest number of American cars in the period of four months from June to September 1947 were as follows:

<u>Route</u>	<u>Number of Vehicles</u>		
	<u>Eastbound</u>	<u>Westbound</u>	<u>Total</u>
Between:			
St. Clair, Detroit River ports and Fort Erie, Niagara Falls	85,708	79,936	165,644
Fort Erie, Niagara Falls and St. Lawrence River ports in Ontario	17,317	8,964	26,281
St. Lawrence River ports in Ontario and Province of Quebec (1)	13,300	10,343	23,643
Sault Ste. Marie and St. Clair, Detroit River ports	3,129	3,831	6,960
St. Clair, Detroit River ports and St. Lawrence River ports in Ontario	3,915	2,660	6,575
Sault Ste. Marie and Fort Erie, Niagara Falls	2,851	2,103	4,954
(1) Excluding vehicles which travelled from Ontario across the Province of Quebec to the Maritime Provinces.			

Analysis of Non-resident Motor Traffic to Canada by State  
or Country of Residence

More than 80 per cent of the cars entering Canada on customs permits and practically all of the non-permit cars come from the narrow strip of states which form the northern boundary of the United States. This strip of land is close to 3,000 miles long and most of it is only a few hundred miles in width. It contains the most densely populated areas of the United States, its biggest cities and its most heavily industrialized districts. The proximity to Canada of millions of people with money to spend has played as important a part in the growth of American travel to Canada as have the attractions of the Canadian vacation areas.

The border states supplemented by Oregon and California on the Pacific

coast and Massachusetts, Connecticut, Rhode Island and New Jersey on the Atlantic seaboard normally account for 95 per cent of the permit-holding cars which enter Canada. In Table 3 is presented the number of permit-holding cars entering Canada in 1947 and earlier years classified by state or country of residence. For convenience in analysis the border states and the six additional states specified above are grouped into four main areas, with a residue comprising the remainder of the country.

The North-Eastern States, comprising the area from Maine to Pennsylvania, are the source of almost half of the permit-holding cars destined to Canada. From New York alone in 1947 came more than a

third of a million cars, or more than a fifth of the entries from all states. States bordering on the Great Lakes from Ohio to Wisconsin furnish close to a third of all entries, with the bulk of the regional total originating in Michigan. The North-Western Inland Border States, Minnesota, North Dakota and Montana, although aggregating 1,200 miles on the international boundary, furnished less than 3 per cent of the total number of entries. The West Coast States, Washington, Oregon and California, supplied 13 per cent of the total traffic, Washington furnishing almost twice as many cars as Oregon and California together. All states other than those which have been specified - well over half the states in the Union - contributed the remaining 5 per cent of the total number of entries originating in the United States.

In Table 4, the investigation into permit-holding motorists by state and country of residence has been carried further, and regional data are presented showing number of entries into Canada, total expenditures in Canada and average expenditures per car. As might be expected, the states furnishing the largest number of entries provide the greatest

volume of expenditures, but the correlation is not perfect due to a fairly wide range between states in average expenditures per car. This range in expenditures is influenced by the duration of the visit in Canada and by the rate of spending throughout the visit. The states in which most of the intransit traffic originate - New York and Michigan - have low average expenditure rates per car. Motorists in Maine, New Hampshire and Vermont are accustomed to making visits of short duration to nearby points in New Brunswick and Quebec and spend at an even lower rate. With regard to these five states average expenditures per car are depressed by the short duration of the average visit. With regard to other parts of the country average expenditures per visit are determined by the rate of spending per day. In general, high average expenditures per visit are reported by cars originating in states which have high per capita incomes and low expenditures are reported by visitors from states with low per capita incomes. The distribution of the states between high spending groups and low spending groups shows little change between 1947 and previous years.

# STATEMENT 7. - EXPENDITURES OF CANADIAN TRAVELLERS IN OTHER COUNTRIES

1939 - 1948

( Millions of Canadian Dollars )

<u>Year</u>	<u>Total</u> <u>Expenditures</u>	<u>Expenditures</u> <u>in U. S. A.</u>	<u>Expenditures in</u> <u>Other Countries</u>
1939	81	67	14
1940	43	40	3
1941	21	18	3
1942	27	24	3
1943	37	34	3
1944	60	57	3
1945	83	81	2
1946	136	130	6
1947	167	152	15
1948	134	113	21

Expenditures of Canadian Travellers in Other Countries.

The outstanding development in international travel in 1948 was the substantial decrease in expenditures of Canadian travellers in other countries. From an all time low of \$21 million in 1941 brought about by wartime restrictions on travel, Canadian expenditures had made progressively greater annual gains until in 1947 they reached a peak of \$167 million, a figure more than twice as large as the average annual expenditures for the preceding twenty years. In 1948, principally as a result of the Emergency Exchange Conservation program, expenditures of Canadian travellers experienced their first drop in seven years and declined from \$167 million to \$133 million.

The Emergency Exchange Conservation program, first imposed in November, 1947, limits in general the amount of United States dollars which a Canadian resident may use for pleasure travel to \$150 per year. Expenditures of reasonable amounts of United States dollars for business and other necessary travel are still permitted, as are reasonable expenditures for travel of all kinds in countries of the sterling area. Until the end of 1948 the program imposed a ban on imports, which had the effect of reducing purchases of Canadian travellers in the United States entered under the \$100 customs exemption privilege

from \$16 million in 1947 to \$298,000 in 1948. Purchases of clothing which amounted to more than \$6 million in 1947 were cut to \$73,000 in 1948, and proportionate reductions were made in purchases of furniture and household appliances, radios and boots and shoes. The ban on imports in so far as it related to purchases by travellers was withdrawn as of January 1, 1949, and duty free purchases to a total value of \$100 may now be made once in four months by every resident who remains out of the country for at least 48 hours. The privilege covers almost every type of merchandise.

The effects of the Emergency Exchange Conservation restrictions upon travel expenditures and purchases of merchandise in the United States are reflected in substantial declines in both the numbers of Canadians returning and in average expenditures. The reduction in the volume of longer term Canadians returning was 10.8 per cent while total expenditures fell by 27.4 per cent. The reductions in average expenditures were notable in each class of traffic. Substantial parts of these reductions were due to the prohibitions on imports of goods by tourists.

STATEMENT 3. - AVERAGE EXPENDITURES PER PERSON OF SELECTED GROUPS OF CANADIANS RETURNING FROM LONGER TERM VISITS TO THE UNITED STATES

	<u>1947</u>	<u>1948</u>
	\$	\$
<u>Canadians Returning by -</u>		
Motor Car, - after visits of more than 48 hours	51.92	41.00
Rail	90.73	76.65
Through bus	68.78	57.66
Airplane	138.06	102.98
Boat	40.82	31.10

Canadians Returning from the United States by Type of Transportation

As a means of conveying Canadian travellers to the United States the automobile has always played a less important role than it does in bringing American travellers to Canada. In 1948 it ranked third after train and through bus when considered in relation to expenditures of Canadian travellers in the United States. Expenditures of Canadian motorists in the United States in 1948 totalled \$25 million, of which \$19 million was

spent on trips lasting for 24 hours or longer and \$6 million on shorter visits. When compared with 1947 data the longer term expenditures are down 26 per cent and the shorter term are down 12 per cent. The decline in total expenditures by motorists was smaller proportionately than in the case of other types of traffic. Hence motorists' expenditures in 1948 constitute a larger proportion of the total than they did in 1947.

STATEMENT 9. - EXPENDITURES OF CANADIAN TRAVELLERS IN THE UNITED STATES BY TYPE OF TRANSPORTATION USED TO RE-ENTER CANADA  
1943-1948

(Millions of Canadian Dollars)

<u>Type of Transportation</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>	<u>1946</u>	<u>1947</u>	<u>1948</u> <sup>(x)</sup>
Automobile .....	1.9	3.8	7.5	21.7	32.6	25.1
Train .....	22.0	33.1	39.4	49.6	52.2	35.9
Boat .....	0.7	1.1	1.8	3.2	4.1	3.1
Bus (Exclusive of local bus) ..	3.2	8.7	17.0	28.5	34.6	25.5
Airplane .....	1.2	2.4	4.1	8.8	9.0	7.3
Other (pedestrians, local bus, etc.) .....	4.7	7.9	11.0	18.1	19.8	16.3
<b>TOTAL .....</b>	<b>33.7</b>	<b>57.1</b>	<b>80.9</b>	<b>129.9</b>	<b>152.3</b>	<b>113.2</b>

(x) Data for 1948 are subject to revision

The greatest drop in expenditures was experienced in train travel where the total in 1948 was 31 per cent lower than in 1947. The decrease was brought about by the combined effect of diminished traffic and lighter spending per person. In spite of the decline, however, expenditures of train passengers at \$36 million were more than the aggregate expenditures of Canadians travelling by car, boat and plane.

Although more Americans entered Canada by through bus in 1948 than the number of Canadians who used this method of transportation in returning

from the United States, the aggregate expenditures of the Canadians were greater than those of the Americans. Total expenditures of Canadians in the United States in 1948 were \$26 million, a decrease of 26 per cent from the previous year. These figures do not include passengers of local bus services operating between border communities.

Boats and airplanes are relatively unimportant as means of conveyance of Canadian travellers to the United States. The number of Canadian residents returning from the United States in 1948 by boat and plane were respectively 98,000 and 71,000. Heavier spending

and longer visits by plane passengers brought their total disbursements in the United States to \$7 million as against \$3 million by boat passengers. When compared with similar data for the year 1947 the expenditures of boat passengers dropped 24 per cent and those of plane passengers were down 19 per cent.

Residents of Canada returning from the United States on foot and by ferry, local bus, and other means of transportation not referred to in the preceding paragraphs are classified as "Other Travellers". The border crossings of these persons numbered 7.2 million in 1948 as compared to 7.5

million in 1947. Expenditures per person by this group are small but in the aggregate they totalled \$16 million during the year.

The following statement classifies the number of Canadian travellers to the United States and their expenditures in the year 1948 according to two groups: A short term group who remained abroad for visits of two days or less, and a long term group who remained for longer periods. The general pattern of the data and the relationship between number of travellers and their expenditures in the short and long term groups is similar to that shown in Statement 3 above respecting American Travellers visiting Canada.

STATEMENT 10. - EXPENDITURES OF CANADIAN TRAVELLERS IN THE UNITED STATES  
BY LENGTH OF STAY  
1948

Mode of Travel	Number of Persons	% Grand Total	Expenditures \$	% Grand Total
<u>A. Short Term Traffic</u>				
Motorists - One Day	4,672,940	34.45	6,167,073	5.45
Two Days	197,175	1.45	2,165,425	1.91
Rail, intransit	9,478	.07	-	-
Other Travellers (pedestrians, local buses, ferries, etc.)	7,196,910	53.05	16,302,301	14.40
TOTAL	12,076,503	89.02	24,634,799	21.76
<u>B. Long Term Traffic</u>				
Motorists - More than two days	409,850	3.02	16,805,595	14.84
Rail	467,895	3.45	35,862,286	31.68
Through Bus	443,038	3.27	25,546,077	22.57
Airplane	70,885	.52	7,299,679	6.45
Boat	98,266	.72	3,056,506	2.70
TOTAL	1,489,934	10.98	88,570,143	78.24
GRAND TOTAL	13,566,437	100.0	113,204,942	100.00

The number of Canadians on longer term visits to the United States in 1948 continued to constitute a smaller proportion, 11.0 per cent, of the total number of Canadians returning than has been the case with United States visitors to Canada where the corresponding ratio was 14.8 per cent in 1948. But the expenditures of this group of Canadians made up a slightly larger ratio, 78.2 per cent, of total expenditures of Canadians

in the United States than the corresponding proportion of expenditures of longer term United States visitors to Canada which was 76.2 per cent in 1948.

A comparison of the distribution of the volume and expenditures of Canadians returning from the United States in 1947 and 1948 was as follows:

STATEMENT 11. - COMPARATIVE DATA ON VOLUME OF TRAFFIC AND EXPENDITURES OF CANADIAN TRAVELLERS TO UNITED STATES 1947 AND 1948.

	Number of Persons M	Expenditures in U.S.A. \$M	Average Expenditure per person \$
<u>Short Term Traffic</u>			
1947	12,732	30,280	2.38
1948	12,076	24,635	2.04
Change during year	- 656	- 5,645	- .34
Per cent change	- 5.15	- 18.64	- 14.29
<u>Long Term Traffic</u>			
1947	1,671	122,055	73.05
1948	1,490	88,570	59.44
Change during year	- 181	- 33,485	- 13.60
Per cent change	- 10.83	- 27.44	- 18.62
<u>Total Traffic</u>			
1947	14,403	152,335	10.58
1948	13,566	113,205	8.34
Change during year	- 837	- 39,130	- 2.24
Per cent change	- 5.81	- 25.69	- 21.17

It is notable that even with the travel restrictions the average expenditures per person of longer term Canadians in the United States continued to be slightly higher than the average expenditures of similar groups

of American visitors in Canada in 1948. These averages were \$59.44 for Canadians and \$55.38 for Americans in 1948 compared with \$73.05 and \$54.63 respectively in 1947.

Travel between Canada and Overseas Countries including Newfoundland

Travel between Canada and overseas countries in 1948 produced a debit balance larger than in 1947, but in an amount which was small in comparison to the credit balance resulting from travel between Canada and the United States. Total expenditures in Canada by non-immigrant travellers from overseas countries including Newfoundland are estimated at \$13 million, compared to \$10 million in 1947. Included in these totals are transportation costs paid to Canadian carriers. Due to improved service by water and air, travellers arrived in greater number than in the year before but currency restrictions abroad kept average expenditures per person to a minimum.

The number of non-resident travellers by air and water arriving by way of Canadian ports in 1948 was 24,300, of whom 12,000 came from Newfoundland, 8,500 from the United Kingdom and 3,800 from other countries. These visitors were supplemented by an estimated 14,500 arrivals via United States ports, making a total of 38,800 persons. In 1939 by way of comparison the total number of entries was 25,600. Arrivals at Canadian ports in that year numbered 23,400, of whom 7,200 came from Newfoundland, 9,400 from the United Kingdom and 6,800 from other countries. Arrivals by way of New York and other American ports then numbered only 2,200. Although the total volume of traffic was greater in 1948 by 13,200 persons, estimated expenditures were no higher than in 1939. This situation was influenced by the restrictions in many overseas countries upon travel expenditures in North America, and by the fact that the 1948 traffic contained a larger proportion of travellers from Newfoundland,

who customarily stay for shorter periods and spend less than travellers from more distant countries.

Canadians travelled to overseas countries in greater numbers in 1948 than in 1947, the increase being larger than that which occurred in overseas travellers visiting Canada. A higher proportion of the total travelled by air than in any former year. Plane passengers in general make visits of shorter duration than boat passengers but their rate of spending while abroad is usually higher. As more than half of the Canadian overseas air traffic is handled by Trans-Canada Air Lines a considerable part of the cost of transportation does not represent a movement of funds out of Canada and consequently is not included in expenditures of Canadians in overseas countries. Another factor tending to keep overseas expenditures down in recent years is that a large number of travellers visit relatives while abroad. Total travel expenditures in overseas countries including Newfoundland in 1948 are estimated at \$21 million as against \$15 million in 1947. The resulting net debit is \$8 million as compared with \$5 million in 1947.

The number of Canadian residents returning to this country via Canadian ports in 1948 after visits to overseas countries was 36,200 of whom 10,300 went no further than Newfoundland. Those returning from countries other than Newfoundland, numbering 25,900, can be compared with 27,800 in 1938, the last prewar year in which European travel was not adversely affected by threats of war, and can be compared with a peak of 33,900 in 1936.

STATEMENT 12. - EXPENDITURES OF OVERSEAS TRAVELLERS1938 - 1948

( Millions of Canadian Dollars )

Year	Credits from Overseas Countries, In- cluding New- foundland	Debits to Overseas Countries, Including Newfoundland	Net Credits (+) or Debits (-)
1938 .....	15	20	- 5
1939 .....	12	14	- 2
1940 .....	7	3	+ 4
1941 .....	4	3	+ 1
1942 .....	3	3	-
1943 .....	2	3	- 1
1944 .....	3	3	-
1945 .....	3	2	+ 1
1946 .....	6	6	-
1947 .....	10	15	- 5
1948 (x) .....	13	21	- 8

(x) Data for 1948 are subject to revision.

Table 1. - Number of and Expenditures by Non-Resident Motorists (Tourist Class)  
Entering on Traveller's Vehicle Permits, by Length of Stay in Canada, 1947

Days' Stay	Number of Permits	% of Total Permits	Average Expendi- ture per car	Esti- mated Expendi- tures	% of Total Expendi- tures	Number of Car-Days	Average Expendi- ture per car per day
			\$	\$			\$
1	574,630	35.26	12.35	7,097,315	7.27	574,630	12.35
2	311,938	19.14	28.99	9,043,289	9.27	623,876	14.50
3	196,958	12.09	52.42	10,324,538	10.58	590,874	17.47
4	120,733	7.41	69.31	8,368,004	8.57	482,932	17.33
5	80,391	4.93	84.88	6,823,588	6.99	401,955	16.98
6	54,668	3.36	104.34	5,704,059	5.85	328,008	17.39
7	46,535	2.86	115.42	5,371,070	5.50	325,745	16.49
8	47,097	2.89	124.79	5,877,233	6.02	376,776	15.60
9	32,938	2.02	137.87	4,541,162	4.65	296,442	15.32
10	22,918	1.41	149.99	3,437,471	3.52	229,180	15.00
11	17,076	1.05	162.85	2,780,827	2.85	187,836	14.80
12	14,580	.90	169.55	2,472,039	2.53	174,960	14.13
13	13,103	.81	174.10	2,281,232	2.34	170,339	13.39
14	12,999	.80	178.39	2,318,892	2.38	181,986	12.74
15	13,409	.82	178.91	2,399,004	2.46	201,135	11.93
16	8,331	.51	188.23	1,568,144	1.61	133,296	11.76
17	5,606	.35	198.21	1,111,165	1.14	95,302	11.66
18	3,609	.22	202.86	732,122	.75	64,962	11.27
19	2,974	.18	219.18	651,841	.67	56,506	11.54
20	2,667	.16	209.55	558,870	.57	53,340	10.48
21	2,254	.14	222.35	501,177	.51	47,334	10.59
22	2,168	.13	237.89	515,746	.53	47,696	10.81
23	2,003	.12	235.32	471,346	.48	46,069	10.23
24	1,516	.09	226.31	343,086	.35	36,384	9.43
25	1,481	.09	230.78	341,785	.35	37,025	9.23
26	1,211	.07	235.48	285,166	.29	31,486	9.06
27	1,084	.07	259.55	281,352	.29	29,268	9.61
28	991	.06	255.53	253,230	.26	27,748	9.13
29	1,118	.07	242.33	270,925	.28	32,422	8.36
30	1,028	.06	250.04	257,041	.26	30,840	8.33
31- 40	6,736	.41	224.97	1,515,398	1.55	232,593	6.52
41- 50	3,150	.19	279.65	880,898	.90	142,828	6.17
51- 60	3,132	.19	273.07	855,255	.88	175,165	4.88
61- 70	3,205	.20	263.82	845,543	.87	207,887	4.07
71- 80	1,810	.11	318.83	577,082	.59	136,132	4.24
81- 90	1,468	.09	331.24	486,260	.50	125,626	3.87
91-100	1,401	.09	323.49	453,209	.46	133,597	3.39
101-125	2,823	.17	395.87	1,117,541	1.15	321,841	3.47
126-150	2,390	.15	440.80	1,053,512	1.08	327,516	3.22
151-175	1,805	.11	536.96	969,213	.99	293,652	3.30
176-365	3,606	.22	516.05	1,860,876	1.91	771,098	2.41
Totals	1,629,540	100.00	59.89	97,597,508	100.00	8,784,287	11.11
Av. Length of stay						Per car 5.39 days	

N.B. The above data derived from averages for the Dominion for periods of three days and over rather than for each Province, are slightly different from those calculated from Provincial averages.

Table 1A. - Number of and Expenditures by Non-Resident Motorists (Tourist Class)  
Entering on Travellers Vehicle Permits by Length of Stay in Canada, 1947.

Days' Stay	Average persons per car	Number of persons	Number of Person - Days	Average Expenditure per person per day
				\$
1	3.21	1,846,683	1,846,683	3.84
2	2.92	912,187	1,824,374	4.96
3	2.90	571,561	1,714,683	6.02
4	2.88	347,454	1,389,816	6.02
5	2.85	229,321	1,146,605	5.95
6	2.84	155,323	931,938	6.12
7	2.92	135,879	951,153	5.65
8	3.04	143,115	1,144,920	5.13
9	2.96	97,340	876,060	5.18
10	2.89	66,281	662,810	5.19
11	2.85	48,637	535,007	5.20
12	2.85	41,530	498,360	4.96
13	2.92	38,278	497,614	4.58
14	2.99	38,818	543,452	4.27
15	3.03	40,655	609,825	3.93
16	2.89	24,040	384,640	4.08
17	2.77	15,519	263,823	4.21
18	2.70	9,737	175,266	4.18
19	2.64	7,860	149,340	4.36
20	2.64	7,039	140,780	3.97
21	2.67	6,020	126,420	3.96
22	2.72	5,900	129,800	3.97
23	2.60	5,202	119,646	3.94
24	2.60	3,943	94,632	3.63
25	2.49	3,692	92,300	3.70
26	2.49	3,021	78,546	3.63
27	2.52	2,735	73,845	3.81
28	2.63	2,605	72,940	3.47
29	2.60	2,902	84,158	3.22
30	2.63	2,700	81,000	3.17
31- 40	2.63	17,710	609,408	2.49
41- 50	2.44	7,698	348,701	2.53
51- 60	2.36	7,381	412,934	2.07
61- 70	2.39	7,651	496,534	1.70
71- 80	2.38	4,302	323,528	1.78
81- 90	2.29	3,359	287,280	1.69
91-100	2.29	3,205	305,384	1.48
101-125	2.14	6,050	689,273	1.62
126-150	2.06	4,916	673,826	1.56
151-175	2.05	3,700	601,260	1.61
176-365	2.01	7,232	1,553,230	1.20
Totals	3.00	4,889,181	23,541,794	4.15
Av. Length of Stay			Per person 4.82 days	

Table 2. - Number of Travellers Vehicle Permits issued to Motor Cars of the Tourist Class during the Four Months June to September 1947 Grouped by ports of Entry with corresponding Ports of Exit, by Selected Lengths of Stay in Canada.

Ports of Entry	Ports of Exit	Number of Permits issued June to September by Length of Stay		
		1 Day	2 Days	3 days & Over
Section 1. - Traffic Within Ontario				
(a) St. Lawrence River Ports				
	Cobourg	19	1	50
	Toronto	-	-	16
	Port Erie and Niagara Falls	418	2,125	6,421
	Lake Erie Ports	-	21	7
	St. Clair and Detroit River Ports	221	753	1,686
	Sault Ste Marie	24	137	349
	Total of above	682	3,037	8,529
	St. Lawrence River Ports	18,041	8,755	33,416
	All Ports in the Province of Quebec	826	3,089	9,385
	All ports in Canada	19,572	15,100	52,114
				86,786
(b) Cobourg				
	St. Lawrence River Ports	4	7	78
	Toronto	-	-	1
	Port Erie and Niagara Falls	-	16	129
	Lake Erie Ports	-	-	-
	St. Clair and Detroit River Ports	-	2	10
	Sault Ste Marie	-	-	4
	Total of above	4	25	222
	Cobourg	-	-	49
	All ports in Canada	4	26	292
				322
(c) Toronto				
	St. Lawrence River Ports	-	-	2
	Cobourg	-	-	-
	Port Erie and Niagara Falls	-	2	3
	Lake Erie Ports	-	-	-
	St. Clair and Detroit River Ports	-	-	2
	Sault Ste. Marie	-	-	-
	Total of Above	-	2	7
	Toronto	-	1	-
	All ports in Canada	-	3	9
				12

Number of Permits issued June to

September by Length of Stay

Ports of Entry

Ports of Exit

3 Days

1 Day 2 Days & Over Total

(d) Fort Erie and Niagara Falls	St. Lawrence River Ports	409	5,666	11,242	17,317
	Cobourg	10	47	163	220
	Toronto	10	87	57	154
	Lake Erie Ports	20	108	136	264
	St. Clair and Detroit River Ports	39,624	29,088	11,224	79,936
	Sault Ste. Marie	35	288	1,780	2,103
	Total of Above	40,108	35,284	24,602	99,994
	Fort Erie and Niagara Falls	78,949	36,896	95,755	211,600
	All Ports in Canada	119,342	73,120	135,990	328,452
(e) Lake Erie Ports	St. Lawrence River Ports	-	3	35	38
	Cobourg	-	-	2	2
	Toronto	-	-	-	-
	Fort Erie and Niagara Falls	10	98	607	715
	St. Clair and Detroit River Ports	104	54	220	378
	Sault Ste. Marie	-	1	26	27
	Total of Above	114	156	890	1,160
	Lake Erie Ports	24	52	475	551
	All ports in Canada	139	208	1,429	1,776
(f) St. Clair and Detroit River Ports	St. Lawrence River Ports	133	1,122	2,660	3,915
	Cobourg	-	1,477	18	1,495
	Toronto	-	-	10	10
	Fort Erie and Niagara Falls	37,374	32,160	16,174	85,708
	Lake Erie Ports	70	87	134	291
	Sault Ste. Marie	215	197	3,419	3,831
	Total of Above	37,792	35,043	22,415	95,250
	St. Clair and Detroit River Ports	68,864	16,047	62,513	147,424
	All ports in Canada	107,045	51,429	94,353	252,827
(g) Sault Ste. Marie	St. Lawrence River Ports	3	113	421	537
	Cobourg	-	-	-	-
	Toronto	-	-	-	-
	Fort Erie and Niagara Falls	8	316	2,527	2,851
	Lake Erie Ports	-	-	3	3
	St. Clair and Detroit River Ports	68	162	2,899	3,129
	Total of Above	79	591	5,850	6,520
	Sault Ste. Marie	2,657	1,544	11,313	15,514
	All Ports in Canada	2,746	2,215	18,547	23,508

Number of Permits issued June to  
September by Length of Stay

Ports of Exit

Ports of Entry

		1 Day	2 Days	3 Days & Over	Total
<u>Section II. Traffic from Ontario to Other Provinces</u>					
St. Lawrence River Ports	All Ports in Quebec	826	3,084	9,385	13,300
All Ports in Ontario West of Kingston & East of Sault Ste. Marie (Incl. Sault Ste. Marie)	All Ports in Quebec	370	1,244	23,619	25,233
All Ports in Ontario	All Ports in Quebec	1,199	4,350	33,058	38,607
All Ports in Ontario	All Ports in Maritime Provinces	19	89	2,787	2,895
All Ports in Ontario	All Ports in Manitoba	58	631	3,252	3,941
All Ports in Ontario	All Ports in Maritimes, Quebec and Manitoba	1,276	5,070	39,097	45,443
All Ports in Ontario	All Ports in Ontario	252,570	143,413	285,229	681,212
All Ports in Ontario	All Ports in Canada	253,849	148,496	324,684	727,029

Section III Traffic from the Maritime  
Provinces to Central Canada

All Ports in the Maritime Provinces	All Ports in Quebec	88	252	2,385	3,225
	All Ports in Ontario	13	65	1,504	1,582
	All Ports in Quebec and Ontario	101	317	4,389	4,807
	All Ports in the Maritime Provinces	19,603	6,194	30,551	56,348
	All Ports in Canada	19,707	6,512	34,347	61,166

Section IV. Traffic from Quebec  
to Other Provinces

All Ports in Quebec	All Ports in Ontario on the St. Lawrence River	719	1,956	7,668	10,343
	All Ports in Ontario west of Kingston and East of Sault Ste. Marie (Incl. Sault Ste. Marie)	237	1,189	13,985	15,411
	All Ports in Ontario	956	3,152	21,678	25,786
	All Ports in the Maritime Provinces	238	310	4,488	5,036
	All Ports in Ontario and the Maritime Provinces	1,194	3,462	26,166	30,822
	All Ports in Quebec	55,987	28,364	88,005	172,356
	All Ports in Canada	57,202	31,826	114,217	203,245

Number of Permits issued June to  
September by Length of Stay

Ports of Exit

Ports of Entry

		1 Day	2 Days	3 Days & Over	Total
<u>Section V. Traffic from Manitoba to Ontario</u>					
All Ports in Manitoba	All Ports in Ontario	43	340	2,891	3,274
	All Ports in Manitoba	2,649	2,613	8,426	13,688
	All Ports in Canada	2,707	2,988	12,247	17,942
<u>Section VI. Traffic Between the Prairie Provinces</u>					
All Ports in Manitoba	All Ports in Saskatchewan	14	30	503	547
	All Ports in Alberta	1	2	181	184
	All Ports in Saskatchewan and Alberta	15	32	684	731
All Ports in Saskatchewan	All Ports in Manitoba	20	20	359	399
	All Ports in Alberta	3	4	295	302
	All Ports in Manitoba and Alberta	23	24	654	701
	All Ports in Saskatchewan	733	946	4,861	6,540
	All Ports in Canada	757	972	5,871	7,600
All Ports in Alberta	All Ports in Manitoba	1	2	98	101
	All Ports in Saskatchewan	3	9	232	244
	All Ports in Manitoba and Saskatchewan	4	11	330	345
	All Ports in Alberta	3,324	1,575	6,323	11,222
	All Ports in Canada	3,417	1,938	14,841	20,196
<u>Section VII. Traffic Between the Prairie Provinces and British Columbia</u>					
All Ports in the Prairie Provinces	All Ports in British Columbia	90	351	8,598	9,039
	All Ports in the Prairie Provinces	6,748	5,201	21,278	33,227
	All Ports in Canada	6,881	5,898	32,959	45,738
All Ports in British Columbia	All Ports in the Prairie Provinces	77	321	7,616	8,014
	All Ports in British Columbia	28,292	25,260	63,709	117,261
	All Ports in Canada	28,374	25,586	71,427	125,387

Table 3 - Number of Foreign Automobiles (Permit Class (1), Arriving in Canada, 1943-1947, by U.S. Federal States or Countries of Registration.

	1943	1944	1945	1946	1947
<u>NORTH EASTERN STATES</u>					
New York	92,302	135,966	232,528	335,204	368,784
Maine	17,617	25,801	38,938	60,647	67,726
Vermont	20,064	31,035	45,897	68,183	55,877
Massachusetts	7,012	10,175	30,447	73,927	86,782
Pennsylvania	7,369	12,664	32,657	74,417	98,294
Connecticut	2,588	4,358	11,868	29,011	32,048
New Jersey	1,273	2,253	8,714	31,312	40,461
Rhode Island	857	1,683	5,061	11,751	12,924
New Hampshire	3,325	5,188	9,645	17,483	17,787
	152,407	229,123	415,755	701,935	780,683
% of Total	52.9	52.1	48.7	47.9	47.4
<u>GREAT LAKE STATES</u>					
Ohio	8,535	15,071	46,980	103,185	144,161
Michigan	72,823	122,844	226,593	287,273	291,302
Illinois	1,754	2,465	9,814	38,541	51,196
Indiana	1,117	1,638	5,245	17,583	20,983
Wisconsin	850	806	3,521	14,185	18,849
	85,079	142,824	292,153	460,767	526,491
% of Total	29.6	32.5	34.2	31.4	32.0
<u>NORTH WESTERN INLAND BORDER STATES</u>					
Minnesota	2,114	2,965	8,408	23,555	26,286
North Dakota	3,022	4,132	7,412	12,869	10,490
Montana	1,677	2,109	3,706	8,254	8,417
	6,813	9,206	19,526	44,678	45,193
% of Total	2.4	2.1	2.3	3.1	2.7
<u>WEST COAST STATES</u>					
Washington	33,816	45,265	87,059	121,771	130,142
Oregon	1,290	1,676	6,414	15,031	18,462
California	1,766	2,569	10,648	47,046	60,063
	36,872	49,510	104,121	183,848	208,667
% of Total	12.8	11.3	12.2	12.5	12.7
<u>Remaining FEDERAL STATES and OTHER COUNTRIES (2)</u>					
	6,622	8,953	22,603	74,462	85,497
% of Total	2.3	2.0	2.6	5.1	5.2
TOTAL	287,793	439,616	854,158	1,465,690	1,646,531

(1) Automobiles entered on Traveller's Vehicle Permits.

(2) See Supplementary Tables "A" and "B".

Supplementary Table 3A. - Number of Foreign Automobiles (Permit-Class <sup>(1)</sup>), Arriving  
in Canada, 1943-1947, by Countries of Registration

	1943	1944	1945	1946	1947
U.S. Government .....	458	1,007	557	7	2
U.S. Possessions (2) .....	41	28	91	994	1,688
Newfoundland .....	1	-	-	25	80
British West Indies .....	-	-	2	9	11
Cuba .....	-	-	1	16	50
Mexico .....	3	6	-	23	-
Panama .....	-	-	-	57	54
Great Britain .....	1	-	-	-	7
Aggregate of Others .....	-	-	1	24	3
Total .....	504	1,041	652	1,155	1,895

(1) Automobiles entered on Traveller's Vehicle Permits.

(2) See Supplementary Table "B".

Supplementary Table 3B. - Number of U.S. Automobiles (Permit-Class <sup>(1)</sup>), Arriving  
In Canada, 1943-1947, from U.S. Possessions

	1943	1944	1945	1946	1947
Alaska .....	35	27	85	722	1,450
Hawaii .....	5	1	6	258	235
Puerto Rico .....	-	-	-	14	3
Others .....	-	-	1	-	-
Total .....	41	28	91	994	1,688

(1) Automobiles entered on Traveller's Vehicle Permits.

Table 4. - Average Expenditure in Canada per Car Reported by Non-resident Permit-  
holding Motorists, and Total Expenditures in Canada of Non-resident Permit-  
holding Motorists, Classified by U.S. Federal States or Countries of  
Registration, 1947.

State	Average Expenditure per car	Number of cars	Total Expenditures
	\$		\$
<u>North Eastern States</u>			
New York	56.45	368,784	20,817,857
Maine	39.84	67,726	2,698,204
Vermont	20.59	55,877	1,150,507
Massachusetts	78.70	86,782	6,829,743
Pennsylvania	70.63	98,294	6,942,505
Connecticut	72.97	32,048	2,338,543
New Jersey	74.63	40,461	3,019,604
Rhode Island	68.71	12,924	888,008
New Hampshire	51.74	17,787	920,299
	58.42	780,683	45,605,270
% of Total	-	-	44.3
<u>Great Lake States</u>			
Ohio	74.95	144,161	10,804,867
Michigan	51.52	291,302	15,007,879
Illinois	85.31	51,196	4,367,531
Indiana	77.13	20,983	1,618,419
Wisconsin	87.88	18,849	1,656,450
	63.54	526,491	33,455,146
% of Total	-	-	32.5
<u>North Western Inland Border States</u>			
Minnesota	86.47	26,286	2,272,950
North Dakota	60.14	10,490	630,869
Montana	73.53	8,417	618,902
	77.95	45,193	3,522,721
% of Total	-	-	3.4
<u>West Coast States</u>			
Washington	49.84	130,142	6,486,227
Oregon	75.17	18,462	1,387,789
California	87.57	60,063	5,259,717
	62.94	208,667	13,133,783
% of Total	-	-	12.8
<u>Remaining Federal States and Other Countries</u>			
	84.18	85,497	7,197,349
% of Total	-	-	7.0

Table 5. - Non-Resident Permit-holding Automobile Traffic in Canada  
Minimum Inter-provincial Travel, June - Sept., 1946 and 1947.

<u>Province of Entry</u>	<u>American Cars Returning to the United States by a Province Other than that of Entry into Canada</u>			
	Number		Percentage of all cars entering province	
	<u>1946</u>	<u>1947</u>	<u>1946</u>	<u>1947</u>
Maritimes .....	3,533	4,818	6.8	7.9
Quebec .....	23,151	30,889	12.9	15.2
Ontario .....	33,582	45,817	5.6	6.3
Manitoba .....	3,585	4,254	21.9	23.7
Saskatchewan .....	1,108	1,060	15.1	13.9
Alberta .....	5,375	8,974	37.7	44.4
British Columbia .....	5,590	8,126	5.3	6.5
Total .....	75,924	103,938	7.8	8.9

Table 6. - Number of One and Two-day Cars (Tourist-Class) Travelling on Permit Between Selected Ports of Entry and Exit, 1947.

Ports	One-day Cars	Two-day Cars	Total
<u>QUEBEC</u>			
Glen Sutton - Highwater .....	6,831	(1)	6,831
Highwater - Glen Sutton .....	6,620	(1)	6,620
Total .....	13,451		13,451
<u>ONTARIO</u>			
Fort Erie - Niagara Falls .....	33,209	(1)	33,209
Niagara Falls - Fort Erie .....	21,523	(1)	21,523
Total .....	54,732		54,732
Fort Erie - Windsor .....	26,123	10,759	36,882
Windsor - Fort Erie .....	24,141	13,278	37,419
Total .....	50,264	24,037	74,301
Fort Erie - Sarnia .....	5,754	2,486	8,240
Sarnia - Fort Erie .....	4,752	1,708	6,460
Total .....	10,506	4,194	14,700
Niagara Falls - Windsor .....	17,080	16,154	33,234
Windsor - Niagara Falls .....	16,019	20,192	36,211
Total .....	33,099	36,346	69,445
Niagara Falls - Sarnia .....	12,654	9,046	21,700
Sarnia - Niagara Falls .....	13,713	8,056	21,769
Total .....	26,367	17,102	43,469
Windsor - Sarnia .....	3,830	(1)	3,830
Sarnia - Windsor .....	3,805	(1)	3,805
Total .....	7,635		7,635
<u>BRITISH COLUMBIA</u>			
Pacific Highway - Boundary Bay .....	259	(1)	259
Boundary Bay - Pacific Highway .....	158	(1)	158
Total .....	417		417
Carson - Cascade City .....	1,867	(1)	1,867
Cascade City - Carson .....	1,690	(1)	1,690
Total .....	3,557		3,557
TOTAL (All ports) .....	200,028	81,679	281,707
Per cent of total one-day and two-day traffic entering through all ports in Canada .....	35	26	32

(1) Cannot be considered as in-transit.

Table 7. - Expenditures of Foreign Travellers in Canada 1943-1948  
(Millions of Canadian Dollars)

	1943	1944	1945	1946	1947	1948 <sup>(x)</sup>
1. <u>Travellers from the United States</u>						
Means of Travel:						
Automobile .....	17.0	24.4	56.9	98.0	118.4	141.9
Rail .....	49.0	67.2	64.3	61.4	56.6	55.9
Boat .....	6.0	7.9	13.0	17.3	22.1	16.0
Bus (Exclusive of local bus)	5.0	6.3	12.9	15.8	16.7	20.8
Airplane .....	3.0	3.2	5.6	10.3	13.1	12.1
Other (pedestrians, local bus, etc.) .....	7.0	7.5	10.6	13.3	14.2	23.1
TOTAL, U.S.A. ....	87.0	116.6	163.3	216.1	241.1	269.8
2. <u>Travellers from Overseas Countries</u> (Including Newfoundland) ...	2.5	2.9	3.0	6.4	10.0	13.0
TOTAL, All Countries ...	89.5	119.5	166.3	222.5	251.1	282.8

(x) Data for 1948 are subject to revision.

Table 8. - Expenditures of Canadian Travellers in Foreign Countries 1943-1948  
(Millions of Canadian Dollars)

	1943	1944	1945	1946	1947	1948 <sup>(x)</sup>
1. <u>Travellers to the United States</u>						
Means of Travel:						
Automobile .....	1.9	3.8	7.5	21.7	32.6	25.1
Train .....	22.0	33.1	39.4	49.6	52.2	35.9
Boat .....	0.7	1.1	1.8	3.2	4.1	3.1
Bus (Exclusive of local bus)	3.2	8.7	17.0	28.5	34.6	25.5
Airplane .....	1.2	2.4	4.1	8.8	9.0	7.3
Other (pedestrians, local bus, etc.) .....	4.7	7.9	11.0	18.1	19.8	16.3
TOTAL, U.S.A. ....	33.7	57.1	80.9	129.9	152.3	113.2
2. <u>Travellers to Overseas Countries</u> (Including Newfoundland ....	3.5	2.8	2.0	6.0	15.0	21.0
TOTAL, All Countries ...	37.2	59.9	82.9	135.9	167.3	134.2

(x) Data for 1948 are subject to revision.

Table 9. - Expenditures of United States Travellers in Canada by Length of Stay.  
Revised Statement 1947.

Mode of Travel	Number of Persons	% of Grand Total	Expenditures \$	% of Grand Total
<b>A. Short Term Traffic</b>				
Automobile:				
Non-permit or local traffic .....	7,632,791	33.66	14,021,163	5.82
Repeat trips of permit- holders .....	2,883,129	12.71	-	-
Tourist Class, 1 Day ...	1,846,683	8.14	7,097,315	2.94
Tourist Class, 2 Days ..	912,187	4.02	9,043,289	3.75
Commuters .....	2,957	0.01	386,038	0.16
Local permit-holders ..	10,877	0.05	498,363	0.21
Rail, intransit .....	831,941	3.67	-	-
Bus, intransit .....	100,636	0.44	251,590	0.10
Airplane, intransit .....	9,292	0.04	23,230	0.01
Other travellers .....	4,869,123	21.47	14,188,415	5.89
Total .....	19,099,616	84.21	45,509,403	18.88
<b>B. Long Term Traffic</b>				
Automobile:				
Tourist Class, more than two days .....	2,130,311	9.39	82,735,256	34.32
Summer Residents .....	23,277	0.10	4,575,873	1.90
Rail .....	647,543	2.86	56,581,636	23.47
Bus .....	341,431	1.51	16,495,429	6.84
Airplane .....	103,748	0.46	13,115,780	5.44
Boat .....	333,914	1.47	22,072,274	9.15
Total .....	3,580,224	15.79	195,576,248	81.12
GRAND TOTAL .....	22,679,840	100.00	241,085,651	100.00

Table 10. - Balance of Payments on Travel Account Between  
Canada and All other Countries 1926-1948

(Net Credits + Net Debits -)  
(Millions of Dollars)

Year	Account with United States			Account with Overseas Countries (Including Newfoundland)			Account with All Countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1926 .....	140	70	+ 70	12	29	- 17	152	99	+ 53
1927 .....	148	72	+ 76	15	28	- 13	163	100	+ 63
1928 .....	163	72	+ 91	14	26	- 12	177	98	+ 79
1929 .....	184	81	+103	14	27	- 13	198	108	+ 90
1930 .....	167	67	+100	13	25	- 12	180	92	+ 88
1931 .....	141	52	+ 89	12	19	- 7	153	71	+ 82
1932 .....	103	30	+ 73	11	19	- 8	114	49	+ 65
1933 .....	81	30	+ 51	8	14	- 6	89	44	+ 45
1934 .....	98	36	+ 60	10	14	- 4	106	50	+ 56
1935 .....	107	48	+ 59	10	16	- 6	117	64	+ 53
1936 .....	129	54	+ 75	13	21	- 8	142	75	+ 67
1937 .....	149	65	+ 84	17	22	- 5	166	87	+ 79
1938 .....	134	66	+ 68	15	20	- 5	149	86	+ 63
1939 .....	137	67	+ 70	12	14	- 2	149	81	+ 68
1940 .....	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941 .....	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942 .....	79	24	+ 55	3	3	-	82	27	+ 55
1943 .....	87	34	+ 53	2	3	- 1	89	37	+ 52
1944 .....	117	57	+ 60	3	3	-	120	60	+ 60
1945 .....	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946 .....	216	130	+ 86	6	6	-	222	136	+ 86
1947 .....	241	152	+ 89	10	15	- 5	251	167	+ 84
1948 (x) .	270	113	+157	13	21	- 8	283	134	+149

(x) Data for 1948 are subject to revision.

Table 11. - Number of Foreign Automobiles and Other Vehicles Entering Canada, by Province of Entry, 1944-1948

Non-Permit Class - Local Traffic (1)

Entering by Ports in -	1944	1945	1946	1947	1948
Maritime Provinces .....	432,029	587,207	752,411	806,821	845,782
Quebec .....	102,026	131,881	173,148	199,670	234,153
Ontario .....	1,401,358	2,068,158	2,624,849	2,967,148	3,420,637
Manitoba .....	30,164	39,815	53,310	55,360	57,007
Saskatchewan .....	13,473	17,334	20,221	19,205	21,364
Alberta .....	11,455	6,840	12,243	18,024	19,143
British Columbia .....	31,197	41,102	59,776	77,356	89,324
Yukon .....	-	-	-	16	11
CANADA .....	2,021,702	2,892,337	3,695,953	4,143,600	4,687,421

Traveller's Vehicle Permits (1)

Entering by Ports in -	1944	1945	1946	1947	1948
Maritime Provinces .....	26,931	44,377	83,147	93,417	104,982
Quebec .....	72,477	138,215	277,641	300,914	335,236
Ontario .....	292,637	553,720	903,096	1,005,194	1,125,956
Manitoba .....	3,929	8,775	22,797	24,407	24,516
Saskatchewan .....	2,687	4,247	9,723	9,702	11,663
Alberta .....	1,680	3,045	16,522	23,476	27,662
British Columbia .....	51,280	107,506	178,595	205,216	191,572
Yukon .....	5	30	585	1,527	2,401
CANADA .....	451,626	859,915	1,492,106	1,663,853	1,823,988

Commercial Vehicles

Entering by Ports in -	1944	1945	1946	1947	1948
Maritime Provinces .....	52,412	56,184	65,294	62,295	61,791
Quebec .....	17,349	18,584	21,631	25,339	27,403
Ontario .....	73,438	78,139	81,441	87,982	87,288
Manitoba .....	1,658	1,830	1,736	3,778	3,191
Saskatchewan .....	3,937	4,221	3,907	3,745	5,146
Alberta .....	1,906	1,808	3,237	4,401	2,746
British Columbia .....	3,697	5,298	5,836	6,175	7,989
Yukon .....	1	9	54	84	316
CANADA .....	154,398	166,073	183,136	193,799	195,870

(1) The expressions "Non-Permit Class" and "Traveller's Vehicle Permits" are defined on page 47.

Table 12. - Number of Foreign Automobiles and Other Vehicles Entering  
Canada, by Month of Entry, 1944-1948

Month	1944	1945	1946	1947	1948
<u>Non-Permit Class - Local Traffic (1)</u>					
January .....	114,104	102,149	162,652	189,790	225,540
February .....	96,466	102,384	157,998	167,863	224,075
March .....	107,644	156,313	213,741	210,224	258,309
April .....	133,223	199,681	241,622	241,501	310,508
May .....	175,290	256,493	295,963	330,240	423,911
June .....	208,946	297,595	394,558	431,926	479,661
July .....	289,519	391,913	524,577	590,979	666,898
August .....	254,528	386,608	492,504	643,812	641,671
September .....	196,604	344,843	376,832	425,942	502,099
October .....	165,712	271,092	325,014	368,243	368,271
November .....	144,288	193,760	270,330	292,881	299,995
December .....	135,378	189,506	240,167	250,199	286,483
TOTAL .....	2,021,702	2,892,337	3,695,958	4,143,600	4,687,421

<u>Traveller's Vehicle Permits (1)</u>					
January .....	13,037	10,556	26,780	24,306	28,243
February .....	10,575	12,889	29,847	25,083	33,329
March .....	12,520	22,341	47,492	34,247	46,087
April .....	19,477	32,102	64,550	58,241	69,907
May .....	32,492	46,999	105,499	114,875	134,440
June .....	43,309	79,133	183,362	203,916	191,954
July .....	88,696	151,007	300,635	362,638	407,884
August .....	84,771	187,215	332,407	409,433	408,026
September .....	61,648	145,968	181,734	198,865	253,564
October .....	38,036	84,933	111,696	126,180	128,121
November .....	27,994	53,330	68,497	68,284	74,967
December .....	19,071	33,442	39,607	37,785	47,466
TOTAL <sup>x</sup> .....	451,626	859,915	1,492,106	1,663,652	1,823,988

<u>Commercial Vehicles</u>					
January .....	10,311	11,228	11,815	13,288	13,309
February .....	11,773	11,304	11,984	13,505	12,199
March .....	13,873	13,237	14,938	14,049	14,681
April .....	11,881	12,291	15,296	16,608	16,299
May .....	12,999	14,646	18,794	16,827	15,911
June .....	14,084	15,948	17,301	17,477	17,627
July .....	13,913	16,106	15,431	17,816	16,643
August .....	15,088	15,864	16,947	17,204	18,224
September .....	12,798	14,331	15,558	17,000	18,453
October .....	12,871	15,623	16,200	17,928	18,356
November .....	12,690	12,973	14,823	16,681	17,251
December .....	12,117	12,522	14,049	15,416	16,917
TOTAL .....	154,398	166,073	183,136	193,799	195,870

(1) The Expressions "Non-Permit-Class" and "Traveller's Vehicle Permits" are defined on page 47.

x Includes a small number of motorcycles, bicycles and taxis, which amounted to 5,764 in 1948 and 5,135 in 1947.

Table 13. - Number of Foreign Travellers entering Canada from the United States, by Province of Entry 1944-1948

(A) Rail <sup>(1)</sup>

Province of Entry	1944	1945	1946	1947	1948
Maritime Provinces.....	48,974	44,427	40,001	28,897	23,702
Quebec .....	231,430	229,153	239,263	244,961	223,040
Ontario .....	376,790	424,800	307,725	280,905	257,093
Manitoba .....	41,656	28,335	25,861	24,488	22,543
Saskatchewan .....	11,884	7,358	15,478	17,553	17,464
Alberta .....	3,963	788	603	1,220	1,288
British Columbia .....	67,864	60,987	56,616	49,519	44,077
<b>CANADA</b> .....	<b>782,561</b>	<b>795,848</b>	<b>685,547</b>	<b>647,543</b>	<b>589,207</b>

(B) Boat

Nova Scotia .....	328	1,142	1,540	17,806	15,034
New Brunswick .....	7,211	7,718	8,084	6,394	8,058
Quebec .....	5,669	3,261	3,183	5,122	1,670
Ontario .....	93,772	134,676	129,068	162,423	177,788
Manitoba .....	-	-	-	-	-
Saskatchewan .....	-	-	-	-	-
Alberta .....	-	-	-	-	-
British Columbia .....	173,325	176,949	197,433	142,161	132,388
Yukon .....	21	40	53	8	12
<b>CANADA</b> .....	<b>280,326</b>	<b>323,786</b>	<b>339,361</b>	<b>333,914</b>	<b>334,950</b>

(C) Bus <sup>(2)</sup>

Maritime Provinces .....	9,350	11,774	13,056	9,508	9,724
Quebec .....	11,379	14,968	25,357	32,855	36,663
Ontario .....	151,297	196,616	308,813	352,538	383,638
Manitoba .....	2,833	4,253	5,189	5,843	6,500
Saskatchewan .....	148	135	147	280	203
Alberta .....	2,234	2,177	2,164	2,345	5,422
British Columbia .....	23,536	31,740	49,760	38,698	37,355
Yukon .....	-	-	-	-	-
<b>CANADA</b> .....	<b>200,777</b>	<b>261,663</b>	<b>404,486</b>	<b>442,067</b>	<b>479,505</b>

(1) After deducting intransit passengers across Southern Ontario.

(2) Exclusive of local bus traffic between border communities but including intransit traffic.

Table 13. - Number of Foreign Travellers entering Canada from the United States, by  
Province of Entry 1944-1948 - Concl'd.

(D) Airplane

Province of Entry	1944	1945	1946	1947	1948
Maritime Provinces .....	3,962	4,022	5,749	7,309	7,105
Quebec .....	14,014	28,717	40,637	29,744	28,202
Ontario .....	6,766	9,631	29,049	32,414	33,777
Manitoba .....	1,545	2,345	3,995	4,513	4,929
Saskatchewan .....	4	12	72	102	354
Alberta .....	2,040	2,151	2,852	7,144	11,610
British Columbia .....	7,059	12,304	16,513	22,522	25,006
Yukon x .....	7,357	8,140	11,297	9,292	4,601
<b>CANADA</b> .....	<b>42,747</b>	<b>67,322</b>	<b>110,164</b>	<b>113,040</b>	<b>115,584</b>

x Yukon totals are practically all intransit to and from Alaska.

Table 14. - Number of Foreign Travellers entering Canada from the United States, by  
Month of Entry 1944-1948

(A) Rail (Including Intransit Traffic)

Month	1944	1945	1946	1947	1948
January .....	148,454	143,179	137,635	111,361	105,026
February .....	136,605	128,076	114,027	102,914	95,299
March .....	145,490	135,606	119,918	91,862	87,856
April .....	148,818	138,198	120,892	99,691	92,044
May .....	147,862	151,722	105,442	108,274	92,227
June .....	180,155	196,227	154,231	156,852	125,299
July .....	228,679	238,153	195,061	173,104	171,478
August .....	225,091	208,004	201,720	181,083	148,687
September .....	192,767	156,223	145,981	136,283	114,091
October .....	168,037	154,840	114,912	102,856	93,810
November .....	149,803	148,907	107,051	94,345	86,541
December .....	168,800	166,533	133,550	120,859	98,249
<b>TOTAL</b> .....	<b>2,040,561</b>	<b>1,965,068</b>	<b>1,650,420</b>	<b>1,479,484</b>	<b>1,310,607</b>

(B) Boat

Month	1944	1945	1946	1947	1948
January .....	8,415	6,686	5,405	2,300	2,248
February .....	8,058	6,457	5,765	2,828	2,374
March .....	9,903	7,339	6,149	3,792	2,978
April .....	13,406	9,908	7,193	5,278	3,545
May .....	14,271	13,418	13,083	12,056	16,137
June .....	30,633	35,355	34,466	37,156	39,261
July .....	62,725	85,981	93,281	101,935	98,586
August .....	69,586	95,912	104,496	118,281	111,995
September .....	29,086	34,824	47,211	35,996	43,679
October .....	14,723	12,548	11,152	8,270	7,368
November .....	9,971	7,438	5,841	3,409	3,886
December .....	9,549	7,920	5,319	2,613	2,893
<b>TOTAL</b> .....	<b>280,326</b>	<b>323,786</b>	<b>339,361</b>	<b>333,914</b>	<b>334,950</b>

Table 14, - Number of Foreign Travellers, entering Canada from the United States,  
Month of Entry 1944-1948 - Concl'd.

(C) Bus (1) and (2)

Month	1944	1945	1946	1947	1948
January .....	6,589	7,733	11,351	13,005	14,111
February .....	6,487	8,508	12,383	11,973	14,222
March .....	7,943	9,892	14,259	11,317	14,454
April .....	8,775	11,065	16,327	19,504	17,035
May .....	14,152	15,218	27,791	28,726	33,719
June .....	22,782	25,016	41,215	48,710	51,105
July .....	41,143	53,855	85,302	98,342	105,381
August .....	38,981	56,723	88,394	104,362	106,398
September .....	20,637	28,696	41,721	44,491	57,492
October .....	12,765	19,948	29,919	27,826	26,851
November .....	10,481	12,950	19,565	16,973	19,638
December .....	10,042	12,059	16,259	16,838	19,099
<b>TOTAL .....</b>	<b>200,777</b>	<b>261,663</b>	<b>404,486</b>	<b>442,067</b>	<b>479,505</b>

(D) Airplane

January .....	2,413	2,809	5,571	4,462	4,690
February .....	2,266	3,124	6,147	5,095	5,296
March .....	2,410	3,984	6,323	6,595	6,172
April .....	2,838	3,990	6,673	7,716	7,501
May .....	3,287	4,588	8,692	10,477	9,851
June .....	3,899	6,323	10,523	11,906	13,179
July .....	4,947	8,079	13,622	14,815	14,494
August .....	5,967	8,885	15,874	16,638	15,539
September .....	4,647	7,131	12,363	12,803	13,844
October .....	3,701	6,171	9,634	10,067	10,145
November .....	3,178	5,202	7,610	6,407	7,491
December .....	3,194	7,036	7,132	6,059	7,382
<b>TOTAL .....</b>	<b>42,747</b>	<b>67,322</b>	<b>110,164</b>	<b>113,040</b>	<b>115,584</b>

(1) Exclusive of local bus traffic between border communities.

(2) Includes a small percentage of intransit passengers across southern Ontario.

Table 15. - Number of Canadian Automobiles and Other Vehicles Travelling in the United States by Provinces of Re-Entry into Canada, 1944-1948

	1944	1945	1946	1947	1948
<u>Length of Stay - 24 hours or less</u>					
<u>Returning by Ports in:</u>					
Maritime Provinces .....	263,666	369,202	499,048	575,926	567,569
Quebec .....	108,526	141,947	198,296	241,669	235,403
Ontario .....	303,881	382,343	552,813	601,807	591,232
Manitoba .....	23,902	35,741	45,771	54,493	47,818
Saskatchewan .....	25,203	32,606	35,072	36,231	29,000
Alberta .....	11,053	10,008	17,208	19,226	21,319
British Columbia .....	46,111	99,955	202,486	271,816	249,254
Yukon .....	-	-	-	-	1
CANADA .....	772,342	1,071,802	1,550,694	1,801,168	1,741,596

Length of Stay - Over 24 hours

<u>Returning by Ports in:</u>					
Maritime Provinces .....	1,203	3,692	6,140	10,243	11,253
Quebec .....	12,348	21,909	37,641	51,977	46,882
Ontario .....	19,574	28,195	66,272	71,999	66,502
Manitoba .....	1,246	3,283	11,614	17,729	14,739
Saskatchewan .....	1,523	2,826	7,271	9,782	11,279
Alberta .....	511	1,139	3,518	8,503	12,119
British Columbia .....	11,528	18,910	34,741	39,555	37,534
Yukon .....	-	-	-	-	7
CANADA .....	47,933	79,954	167,197	209,788	200,315

Commercial Vehicles

<u>Returning by Ports in:</u>					
Maritime Provinces .....	40,683	51,705	57,215	59,569	57,085
Quebec .....	28,664	22,139	26,552	28,026	29,005
Ontario .....	35,418	34,507	35,908	56,273	55,473
Manitoba .....	7,011	3,976	4,206	7,319	5,106
Saskatchewan .....	2,213	3,231	5,497	7,325	6,907
Alberta .....	5,728	5,002	6,402	6,994	5,604
British Columbia .....	10,627	12,442	13,890	15,942	18,580
Yukon .....	-	-	-	4	64
CANADA .....	130,344	133,002	149,670	181,452	177,824

Table 16. - Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-Entry into Canada, 1944-1948

Month	1944	1945	1946	1947	1948
<u>Length of Stay - 24 hours or less</u>					
January .....	48,935	44,184	78,383	96,935	83,263
February .....	41,843	39,569	72,338	93,195	82,722
March .....	50,832	62,954	101,534	121,419	108,764
April .....	58,863	67,080	109,738	139,094	120,027
May .....	61,334	85,282	146,250	165,239	153,570
June .....	64,305	92,216	149,138	174,863	160,091
July .....	85,147	118,667	170,774	212,141	194,261
August .....	85,205	131,529	175,613	219,559	203,857
September .....	77,379	124,660	154,289	174,749	177,600
October .....	74,598	113,714	146,566	176,099	173,654
November .....	65,758	96,663	128,540	136,791	148,253
December .....	58,143	95,284	117,531	91,084	135,534
TOTAL .....	772,342	1,071,802	1,550,694	1,801,168	1,741,596
<u>Length of Stay - Over 24 hours</u>					
January .....	1,646	1,560	4,098	5,154	4,576
February .....	1,294	1,307	3,684	5,485	3,962
March .....	1,555	1,947	6,375	8,148	7,768
April .....	2,519	2,935	10,315	14,322	9,496
May .....	2,178	2,978	15,251	15,287	14,810
June .....	3,272	4,706	15,959	18,528	16,493
July .....	8,268	12,288	26,697	35,336	34,110
August .....	9,011	13,435	28,652	40,009	39,877
September .....	7,337	13,795	21,478	26,294	26,552
October .....	5,569	12,180	17,512	24,223	21,971
November .....	3,153	8,068	10,399	11,791	12,497
December .....	2,131	4,755	6,777	5,211	8,203
TOTAL .....	47,933	79,954	167,197	209,788	200,315
<u>Commercial Vehicles</u>					
January .....	9,473	8,630	10,865	12,839	11,793
February .....	10,098	9,381	11,392	15,325	11,743
March .....	11,795	10,967	13,195	15,771	13,149
April .....	8,437	8,566	10,678	13,201	12,535
May .....	10,541	11,160	12,570	15,348	15,307
June .....	11,317	12,126	13,069	15,684	16,034
July .....	11,912	12,629	14,067	16,636	17,150
August .....	11,507	13,508	13,892	17,303	17,765
September .....	12,203	12,130	13,239	16,490	16,383
October .....	12,226	12,904	12,718	17,297	16,125
November .....	11,556	10,453	12,398	13,769	15,659
December .....	9,279	10,548	11,537	11,789	14,181
TOTAL .....	130,344	133,002	149,670	181,452	177,824

Table 17. - Number of Canadians Returning from the United States by Province of  
Re-entry into Canada 1944-1948

(A) Rail

Province of Re-entry	1944	1945	1946	1947	1948
New Brunswick .....	23,614	27,080	24,991	22,651	19,813
Quebec .....	169,824	175,201	187,393	203,691	165,160
Ontario .....	292,251	309,684	319,354	282,413	234,187
Manitoba .....	20,884	23,289	24,071	25,950	21,020
Saskatchewan .....	6,936	7,429	8,152	8,949	7,880
Alberta .....	655	589	616	1,002	879
British Columbia .....	31,149	38,363	40,146	41,021	28,434
Yukon .....	-	-	-	-	-
<b>CANADA .....</b>	<b>545,313</b>	<b>581,635</b>	<b>604,723</b>	<b>585,677</b>	<b>477,373</b>

(B) Boat

Maritime Provinces ....	20,603	25,717	22,752	28,376	32,469
Quebec .....	73	4,700	1,880	4,481	4,418
Ontario .....	27,973	39,278	34,329	41,861	40,903
Manitoba .....	-	-	-	-	-
Saskatchewan .....	-	-	-	-	-
Alberta .....	-	-	-	-	-
British Columbia .....	17,524	27,562	41,848	26,140	20,462
Yukon .....	36	26	26	3	14
<b>TOTAL CANADA .....</b>	<b>66,209</b>	<b>97,283</b>	<b>100,835</b>	<b>100,861</b>	<b>98,266</b>

(C) Bus (1)

New Brunswick .....	5,113	8,347	12,271	11,225	9,331
Quebec .....	11,396	16,305	31,635	37,591	39,208
Ontario .....	152,915	229,915	317,419	353,504	294,790
Manitoba .....	4,539	9,609	14,268	15,433	18,806
Saskatchewan .....	556	534	618	828	707
Alberta .....	2,297	2,319	2,779	2,982	3,126
British Columbia .....	22,829	35,041	63,396	81,853	77,071
Yukon .....	-	-	-	-	-
<b>CANADA .....</b>	<b>199,645</b>	<b>302,070</b>	<b>442,386</b>	<b>503,416</b>	<b>443,039</b>

(1) Exclusive of local bus traffic between border communities.

Table 17. - Number of Canadians Returning from the United States  
by Province of Re-entry into Canada 1944-1948 - Concl'd.

(D) Airplane

Province of Re-entry	1944	1945	1946	1947	1948
Nova Scotia .....	-	-	102	195	127
New Brunswick .....	1,093	1,075	1,594	2,487	2,586
Quebec .....	10,271	16,899	21,486	17,583	17,544
Ontario .....	9,205	11,504	27,853	27,174	33,874
Manitoba .....	689	1,359	2,879	2,924	2,738
Saskatchewan .....	-	-	25	19	66
Alberta .....	1,065	1,231	1,744	1,290	1,255
British Columbia .....	1,836	3,397	7,565	12,992	12,382
Yukon .....	260	124	360	365	312
CANADA <sup>x</sup> .....	24,419	35,589	63,608	65,029	70,884

x Includes a small percentage from Overseas via U.S.

Table 18. - Number of Canadians Returning from the United States  
by Month of Re-entry into Canada 1944-1948

(A) Rail (Gross Entries)

Month	1944	1945	1946	1947	1948
January .....	40,715	51,361	57,290	47,633	39,227
February .....	31,144	35,667	57,294	38,763	30,359
March .....	34,493	40,533	44,302	43,792	39,491
April .....	39,446	45,254	47,640	52,618	33,960
May .....	33,636	40,539	36,202	44,528	37,946
June .....	39,424	43,758	43,399	45,320	33,856
July .....	59,815	64,346	60,858	63,607	49,863
August .....	69,631	61,305	69,009	69,538	54,945
September .....	53,003	51,243	54,775	52,601	44,284
October .....	51,392	46,468	50,106	51,009	42,721
November .....	42,433	39,331	39,290	37,522	32,173
December .....	50,181	61,830	44,558	38,746	38,548
Total .....	545,313	581,635	604,723	585,677	477,373

(B) Rail (Net Entries)

January .....	39,665	50,313	56,208	46,829	38,516
February .....	30,042	34,833	56,297	38,284	29,841
March .....	33,358	39,474	43,130	43,194	38,635
April .....	38,150	44,165	46,416	51,633	33,160
May .....	32,304	39,530	35,263	43,705	37,159
June .....	38,055	42,644	42,466	44,420	33,091
July .....	58,256	62,846	59,753	62,742	48,975
August .....	68,341	59,855	67,998	68,496	53,949
September .....	51,905	49,987	53,920	51,775	43,405
October .....	49,925	45,118	49,128	50,146	41,931
November .....	41,142	38,068	38,411	36,631	31,486
December .....	48,825	60,525	43,609	37,802	37,747
TOTAL .....	529,968	567,358	592,599	575,657	467,895

Table 18. - Number of Canadians returning from the United States by Month of Re-entry  
into Canada 1944-1948 - Concl'd.

(C) Boat

Month	1944	1945	1946	1947	1948
January .....	2,042	2,839	3,690	2,075	2,954
February .....	1,879	2,927	3,045	2,240	2,744
March .....	1,661	2,931	2,993	2,547	2,772
April .....	2,216	3,761	3,394	3,052	2,587
May .....	2,830	4,037	5,739	4,307	4,360
June .....	6,410	8,449	10,028	10,947	9,179
July .....	13,443	21,915	22,562	19,593	22,327
August .....	15,316	24,558	21,790	29,685	25,891
September .....	9,279	13,300	15,440	14,674	14,383
October .....	4,084	5,669	4,877	4,663	4,425
November .....	3,035	3,697	3,752	3,258	3,216
December .....	4,014	3,200	3,525	3,820	3,428
TOTAL .....	66,209	97,283	100,835	100,861	98,266

(D) Bus (1)

January .....	10,890	15,272	23,847	26,133	23,317
February .....	9,821	12,695	22,519	24,490	21,979
March .....	12,124	15,443	28,178	31,286	26,937
April .....	12,755	16,775	29,412	34,474	26,701
May .....	12,270	18,169	33,309	39,607	36,052
June .....	14,641	23,520	37,185	48,578	40,931
July .....	27,058	41,218	57,078	68,477	57,405
August .....	30,315	47,674	68,094	77,156	69,423
September .....	20,819	37,856	48,381	51,246	51,990
October .....	18,527	28,223	36,373	47,134	38,777
November .....	15,605	21,951	30,285	32,926	25,931
December .....	14,820	23,274	27,725	21,909	23,596
TOTAL .....	199,645	302,070	442,386	503,416	443,039

(E) Airplane

January .....	1,463	2,208	4,721	3,803	3,791
February .....	1,325	1,988	3,659	4,052	3,708
March .....	1,501	2,529	4,740	5,684	5,454
April .....	1,845	2,898	5,426	6,861	6,051
May .....	2,118	2,679	5,329	5,904	6,472
June .....	2,034	2,893	4,821	5,287	6,741
July .....	1,911	2,640	5,157	5,412	7,203
August .....	2,393	2,797	6,333	6,369	6,304
September .....	2,437	3,474	7,114	6,587	7,356
October .....	3,011	4,048	6,597	6,741	7,415
November .....	2,348	3,928	5,232	4,639	5,357
December .....	2,033	3,507	4,479	3,690	5,032
TOTAL .....	24,419	35,589	63,608	65,029	70,884

(1) Exclusive of local bus traffic between border communities.

Overnight Accommodation in Canada, 1948.

Some light is thrown on Canada's capacity to provide overnight accommodation for transients by an investigation into the average number of travellers from the United States who remained overnight in Canada at various seasons

of the year 1948. The number of American travellers requiring overnight accommodation varied from a minimum of 32,000 for an average night in February to a maximum of 254,000 for an average night in August.

TABLE 19. - NUMBER OF TRAVELLERS FROM THE UNITED STATES REMAINING OVERNIGHT IN CANADA ON AN AVERAGE NIGHT IN EACH MONTH, 1948.

<u>Month</u>	<u>Number of Automobile Travellers</u>	<u>Number of Other Travellers</u>	<u>Total Number of Travellers</u>
(Thousands of Persons)			
January	21	14	35
February	17	15	32
March	19	14	33
April	26	15	41
May	44	20	64
June	65	28	93
July	169	56	225
August	192	62	254
September	149	47	196
October	76	20	96
November	45	17	62
December	29	22	51

It can be assumed that the averages shown above are exceeded on most Saturdays and Sundays and supporting data indicate that Labour Day and Independence Day when it falls close to a week-end far outstrip the daily averages. These figures are not obtained by a count of persons staying overnight but are estimated from known data on number of entries per day by various types of travellers and the average length of their visits in Canada. While they are believed to give a reasonably accurate picture of American demand for overnight accommodation in Canada they should not be accepted as exact data.

Table 19 illustrates the wide range between summer and winter requirements for accommodation by travellers from the United States, particularly by motorists. No information is available regarding the requirements of Canadians travelling in their own country but it

can be assumed that they will follow much the same seasonal trend as that shown by American travellers. As a result, hotels, tourist camps and other facilities are taxed to the utmost for two to three months and many operate below capacity for the balance of the year. A capital investment large enough to take care of the summer peak in travel is either unemployed or operated at an uneconomically low level for nine months in the year. The concentration of travel in the summer months has resulted in a large number of seasonal hotels which in 1941 (the most recent year for which data are available) had between one sixth and one seventh as many guest rooms as hotels which remain open the year round. Summer hotels are supplemented by tourist camps and other facilities most of which operate on a seasonal basis. Complete data on tourist camps are not available but in the Province of Ontario alone there were at least 2,600 camps in operation during the summer of 1947.

## Description of Methods

### I CANADIAN TRAVEL IN THE UNITED STATES

#### A. Automobile Traffic

Customs officials stationed at each port of entry between Canada and the United States file with the Dominion Bureau of Statistics a copy of Form E 60 A for each Canadian automobile returning to Canada from the United States. Form E 60 A is a short questionnaire which requests the following information:

- (1) Number of persons in the automobile.
- (2) Length of stay in the United States.
- (3) Amount spent in the United States by all persons in the automobile.

An answer to question (3) is given voluntarily in nearly every case, and questions (1) and (2) are completed by the port officials. During periods of exceptionally heavy traffic at a few of the busier ports there are times when it is not possible to obtain answers to any of the questions. During such periods, however, a blank copy of the form stamped with the name of the port and the date of entry is filed for each returning automobile. In recent years more than 90 per cent of Forms E 60 A have been complete in all respects.

Forms E 60 A are used for two purposes: (1) The number of forms filed per month indicates the number of Canadian cars returning from the United States. Those forms which include an answer to the first question regarding number of persons in the car furnish a sample from which the total number of persons in all cars can be calculated each month.

Those forms which include an answer to the expenditure question furnish a sample of expenditures per car from which the total expenditures of all cars can be calculated each month. Separate records are maintained of the numbers of cars remaining out of Canada for (a) one day, (b) two days, and (c) three days and over, and appropriate sample expenditures are applied to each group.

#### B. Other Types of Traffic

Immigration officials stationed at each port of entry between Canada and the United States make a count of all residents of Canada returning from the United States each month, classifying them according to the following means of travel used in returning to Canada:

- (1) Train
- (2) Boat
- (3) Airplane
- (4) Through Bus
- (5) Other (including automobile, commercial vehicle, local bus, pedestrian etc.)

Average expenditure per person for each of the first four of these types of traffic are obtained on a sample basis by the use of a questionnaire post card distributed by Immigration officials at the ports. The residual traffic mentioned in the fifth classification above, after an appropriate deduction for automobiles, is given an estimated expenditure value based on observation of local characteristics at some of the more important ports where the amount of expenditures are of some significance.

## II UNITED STATES TRAVEL IN CANADA

### A. Automobile Traffic

Statistical procedure respecting United States residents entering Canada by automobile has been patterned upon Customs procedure, in accordance with the methods used by the Canadian Customs in permitting entry of such vehicles into Canada.

All automobile traffic is classified in one or other of the following three groups:

- (1) Non-permit local traffic.
- (2) Holders of traveller's vehicle permits who do not come within the following special classes:
  - (a) Summer residents
  - (b) Commuters
  - (c) Local permit-holdersPermit-holders not coming within (a), (b), or (c) above comprise the "Tourist" class of permit-holders.
- (3) Holders of traveller's vehicle permits who come within one or other of the following special classes:
  - (a) Summer residents
  - (b) Commuters
  - (c) Local permit-holders.

The first of these groups, "Non-permit local traffic", consists of cars which are not required to apply for Customs permits. They are restricted to travel within the jurisdiction of the port of entry and may not remain within Canada more than 48 hours. Monthly records of volume and expenditures of this type of traffic are maintained by a procedure similar to that used in the case of Canadian automobiles visiting the United States and described above under IA. The questionnaire which is used in this case, referred to as Form

E 49, contains two questions only:

- (a) Number of persons in the automobile.
- (b) Amount spent in Canada by all persons in the automobile.

The American motoring public has responded generously to the use of this form and a satisfactory expenditure sample has been obtained, although the percentage of completed forms is not as high as in the case of Form E 60 A.

As the use of the Form E 49 is restricted to cars which remain in Canada less than 48 hours, the statistical procedure is somewhat simpler than it is in the case of Form E 60 A where length of stay has to be taken into consideration.

The second group of automobile travellers referred to above consists of tourists who are required to apply for a traveller's vehicle permit. They are tourists who wish to remain in Canada longer than 48 hours, or to travel beyond the jurisdiction of the port of entry. Permits are issued for specific periods up to a maximum of one year and give a complete record of the visit consisting of the following items:

- (a) Dates of entry and exit.
- (b) Ports of entry and exit.
- (c) State of registration of the vehicle.
- (d) Number of persons in the vehicle.

In addition there is a voluntary expenditure questionnaire requesting the amount spent in Canada by all persons in the automobile, which is generally answered by more than three-quarters of the motorists to whom permits are issued.

The third group referred to above consists of permit-holders who are classed as summer residents, commuters or locals. These are: (1) Americans who have summer residences in Canada, or (2) Persons dwelling in the United States and working in Canada, or (3) residents of border communities, other than summer residents or commuters, who make frequent visits of short duration to Canada. In order to facilitate border crossings by these persons, most of whom are known personally to the border officials, they are issued traveller's vehicle permits good for periods of six months or more, one copy of which they are allowed to retain in their possession until expiry date. When these special types of permits are finally surrendered the permit-holders are requested to estimate their total expenditures in Canada for the whole period of validity of the permit. In order to have a complete record of all border crossings, however, a record is maintained (by the use of Form E 49) of all intermediate trips made by these special permit-holders, and, after the first one on which the permit is issued, the count of these crossings is included with non-permit local traffic. Thus these special travellers are represented in the volume of travel figures of both the main groups of automobile traffic,

which are referred to in (1) and (3) above.

#### B. Other Types of Traffic

- (1) Train
- (2) Boat
- (3) Airplane
- (4) Through bus
- (5) Other (including automobile, commercial vehicle, local bus, pedestrian, etc.)

The volume of traffic for each of the classifications shown above is obtained monthly by Canadian immigration officials stationed at the border. In the case of train and through bus traffic, adjustments are made to the total count of passengers on account of **intransit** traffic moving across Southern Ontario.

Expenditure estimates are obtained on a sample basis by the use of a questionnaire post card distributed by United States border officials to the travellers on their return to the United States. These cards are addressed to the United States Department of Commerce which calculates average expenditures and the data are made available to the Dominion Bureau of Statistics.

### III OVERSEAS TRAVEL (INCLUDING TRAVEL BETWEEN CANADA AND NEWFOUNDLAND)

Data on volume of traffic are obtained from two sources: (1) The Canadian Immigration Service furnishes the number of Canadians returning and the number of non-residents entering through Canadian ocean ports divided into immigrants and non-immigrants. (2) The United States Immigration and Naturalization Service

has kindly furnished the number of Canadians returning and the number of non-residents arriving at United States ocean ports with the intention of proceeding overland to Canada. Average expenditure per person is obtained by means of questionnaires.

The following notes define briefly the classifications used in the tables:

1. "Commercial Vehicles" are trucks used for commercial purposes.
2. Highway Traffic not classified as commercial vehicles consists of automobiles, taxis, motorcycles and bicycles.
3. Foreign Vehicles Inward  
(a) Non-Permit Class consists of local vehicles which are not required to make out formal Customs permits. They are restricted to travel within the jurisdiction of the port and may not remain in Canada more than 48 hours.

Also included are the repeat trips of commuters and others who cross the border frequently on commuting permits. (See below).

- (b) Traveller's Vehicle Permits are issued to all non-commercial vehicles which -
  1. Travel beyond the jurisdiction of the port of entry, or
  2. remain in Canada more than 48 hours, or
  3. leave the country by another port than the one by which they entered.

These permits are usually valid for periods of 60 days or 6 months, but more than 50 per cent of all permits issued each year are used for visits of less than 48 hours.

Also included in this class are commuting permits which entitle the holders to cross the border frequently during the tenure of their permits. Repeat trips after the first, however, are included in the non-permit class, as mentioned above.

4. Canadian Vehicles Inward

Canadian vehicles returning to Canada are classified by length-of stay depending upon whether they are abroad for more or less than 24 hours.

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Publication is made possible through the co-operation of Customs and Immigration officials across Canada, the United States Department of Commerce, and the United States Immigration and Naturalization Service.

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TRAVEL BETWEEN CANADA

AND

OTHER COUNTRIES

1949

A D.B.S.  
PUBLICATION





DOMINION BUREAU OF STATISTICS  
DEPARTMENT OF TRADE AND COMMERCE

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**TRAVEL BETWEEN CANADA  
AND  
OTHER COUNTRIES  
1949**

(This publication was previously known as  
"Volume of Travel and Estimated Expenditures")

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Published by Authority of the Rt. Hon. C. D. Howe  
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## TRAVEL BETWEEN CANADA AND OTHER COUNTRIES

1949

Travellers from other countries spent a total of \$286 million in Canada in 1949 - two per cent more than the previous record established in 1948. Of this amount, \$268 million originated in the United States and the greater part of the balance of \$18 million came from the United Kingdom. In both 1948 and 1949 the annual gain in travel expenditures by non-residents of Canada was less than the corresponding rise in the Canadian cost of living index. The cost of living index is not directly applicable to travel expenditures but it can be used to provide a general indication of changes in price levels as they affect the traveller. Travel expenditures adjusted for changes in price levels as reflected in the cost of living index reached a peak in 1947 and declined slightly in each of the two following years. Although the number of longer-term visitors to Canada has continued to rise moderately each year recently, there was a small decline in the number of short-term visitors from the United States in 1949 following the peak reached in 1948.

During recent years expenditures of travellers from the United States and expenditures of travellers from overseas countries have followed divergent trends. In each case expenditures have risen year by year from 1946 to 1949, but while the gain in overseas expenditures has been at a fairly constant rate the gain in United States expenditures has become progressively smaller. In 1949, in spite of currency restrictions imposed by many overseas countries, expenditures of overseas travellers were 39 per cent greater than in the year before. At \$18 million they were the highest ever recorded, and exceeded those of 1948 by \$5 million, whereas expenditures by travellers from the United States increased by only \$1

million. These figures reflect changing conditions in transportation facilities. Highway traffic between Canada and the United States made a comparatively rapid recovery in the postwar years with the return of unrestricted sales of gasoline and tires. The rehabilitation of ocean shipping, however, was a lengthy operation, and had it not been for the rapid growth of transatlantic air service, overseas traffic would not have recovered to the position which it holds to-day. When travel receipts in 1949 are compared with those in the pre-war year of 1937 it is seen that receipts from the United States have increased by 80 per cent whereas those from overseas countries have grown by only 6 per cent. Lack of shipping has been an important factor in the relatively slow recovery of overseas travel. It is probable that lack of shipping has also been a factor in the rapid development of travel from the United States - by directing to Canada American travellers who could not secure accommodation to overseas countries.

An increase of \$6 million in expenditures of non-resident travellers in Canada in 1949 was offset by a much larger gain of \$57 million in expenditures of Canadian travellers in other countries. Therefore net receipts dropped sharply below those of the year before. The drop in net receipts from all countries was 35 per cent and in those from the United States alone was 32 per cent. In spite of this decline, however, the credit balance with the United States remained substantial. During the past twenty years net receipts from United States travellers have never been less than \$50 million a year and have exceeded \$100 million on three occasions. During the twenty year period they have totalled more than \$1.5 billion.

STATEMENT 1. - ANNUAL INCREASE IN EXPENDITURES OF NON-RESIDENT  
TRAVELLERS IN CANADA, 1946 - 1949.

<u>Year</u>	<u>Expenditures by Residents of the United States</u>		<u>Expenditures by Residents of Overseas Countries<sup>+</sup></u>	
	Annual Increase (\$ Million)	% Gain Over Previous Year	Annual Increase (\$ Million)	% Gain Over Previous Year
1946	53	33	3	100
1947	26	12	4	67
1948	26	11	3	30
1949	1	0.4	5	39

<sup>+</sup> Including Newfoundland prior to March 31, 1949.  
Data for 1949 are subject to revision.

The Field Covered by Statistics  
on International Travel

Expenditures referred to above are those made by all types of non-immigrant travellers resident in countries other than Canada. They include expenditures of persons travelling for holiday, vacation or health; of businessmen and officials, summer residents and commuters; of persons travelling for education or to visit relatives. They also include expenditures of people whose only purpose in entering Canada is to take the most direct route between two points in the United States. Visits contributing to these expenditures range from those lasting for an hour or less to others extending for many months. The total number of visits in 1949 amounted to more than 24 million, but, as will be seen in Statement 6, short visits lasting less than 48 hours far outnumber longer visits and are of much less importance than longer visits as a source of travel expenditures.

When considered from the point of view of the financial significance of international travel, expenditures of all types of visitors are of equal importance. Irrespective of the duration of the visit or the purpose for which it is made, all travel expenditures rank as invisible exports of the country in which the visit takes place.

Money spent by a non-resident businessman in Montreal has the same effect on Canada's international payments as money spent by a non-resident vacationist at Jasper Park. Being primarily concerned with the economic and financial aspects of travel the Bureau of Statistics does not attempt to classify expenditures according to the purpose of the visit. Furthermore, an accurate breakdown of travel expenditures according to types of visitor could only be obtained by subjecting travellers to questioning regarding the purpose of their visits. Attempts have been made in the past to segregate expenditures of travellers on vacation or holiday - often referred to as "tourists" - from expenditures of persons travelling for other purposes. Such distinctions were generally based upon the duration of the visit. It was assumed that the purpose of the visit could be deduced from its duration and that every visitor who remained longer than a specified number of hours was by definition a tourist.

Any attempt to delineate closely the field of the tourist trade introduces problems of definition. In an attempt to secure uniformity in definition of the term "tourist" a Committee

of Experts of the League of Nations in 1936 decided that for statistical purposes the expression "tourist" should be interpreted to mean "Any person travelling for a period of twenty-four hours or more in a country other than that in which he usually resides." According to this definition travellers in their own country of residence and persons staying in a resort in the country where they reside are not tourists. The League went on to enumerate certain classes of travellers who were to be considered as tourists and others who were not, pointing out that the lists were not exhaustive. It laid down that the following classes were to be regarded as tourists:-

1. Persons travelling for pleasure, for domestic reasons, for health, etc.;
2. Persons travelling to meetings or in a representative capacity of any kind (scientific, administrative, diplomatic, religious, athletic, etc.);
3. Visitors travelling for business purposes;
4. Visitors arriving in the course of a sea cruise, even when they stay for less than twenty-four hours.

The following were not to be regarded as tourists:-

1. Persons arriving, with or without a contract, to take up an occupation or engage in any business activity in the country;
2. Other persons coming to establish a residence in the country;
3. Students and young persons in boarding establishments or schools;
4. Residents in a frontier zone and persons domiciled in one country and working in an adjoining country;
5. Travellers passing through a country without stopping, even if the journey takes more than twenty-four hours

Certain features of the League's definition of tourist are not applicable

to travel between Canada and the United States. For example, according to the fourth item in the list of persons who are not to be regarded as tourists, any visitor from Detroit or Buffalo would be debarred from being a tourist because he is a resident of a frontier zone. From another point of view the League's definition does not lend itself to countries having federal constitutions. In Canada and the United States the expression "tourist" has different meanings depending upon whether it is used from a national or a sectional view point. According to the national use of the term it usually signifies a non-resident of the country, but provincial and state organizations customarily use it to include travellers from other provinces or states, as well as from other countries. As a result of this last mentioned ambiguity, D.B.S. estimates of expenditures in Canada by travellers who do not reside in Canada have on occasion been compared with expenditures in some American state by persons who do not reside in the state. From such comparisons the conclusion is drawn that the tourist trade brings to the whole of Canada little more than it brings to some American state. The conclusion, of course, is not valid as it is drawn from a comparison of Canadian figures based on international travel with American figures based on international plus interstate travel.

On account of the variety of ways in which the word "tourist" is used it is considered advisable to emphasize that D.B.S. data on travel are not restricted to tourists in the more limited sense but refer to all non-immigrant travellers who are residents of countries other than Canada.

Because of the system of recording the volume of international travel and the carefully developed method of estimating expenditures which is described below it is possible to estimate international travel expenditures in Canada's case with comparative accuracy, whereas there are formidable obstacles

to the satisfactory estimation of internal expenditures on travel by residents within a country. In the latter case of internal travel there is no ready means of measuring the volume of the traffic comparable to that existing in the records of movements across the frontiers. There is also no existing channel for sampling internal expenditures. But even if a satisfactory method of measuring the volume and expenditures of internal travel was available, there would still be the problem of analyzing this class of traffic according to purpose. Yet an addi-

tional analysis of this kind would be necessary if data on internal travel were used for most purposes. It would obviously be exceedingly difficult to identify the variety of types of expenditure connected with internal travel as for the most part these are an indistinguishable part of consumer expenditures in general. While there are, of course, statistics covering many aspects of internal travel expenditures these usually cover services rendered to persons travelling for a great variety of purposes.

#### Method of Calculation of Non-Resident Travel Expenditures in Canada

Estimates of travel expenditures in Canada are obtained by multiplying the volume of various types of traffic by average expenditure rates per person or per vehicle obtained by means of sample questionnaires. The figures on volume of traffic are based on a count made by Canadian customs and immigration officers of all non-residents of Canada as they enter the country. The total number of border-crossings is very large, amounting to more than 24 million persons in 1949. If this traffic were uniform in character it would be a simple matter to obtain an average expenditure rate applicable to all persons by the use of a sample questionnaire. The rate thus obtained multiplied by the total number of border-crossings would produce the required estimate of total travel expenditures in Canada. Unfortunately a procedure of this kind is not practical as the traffic is far from uniform in character. It consists of a wide variety of types of travellers ranging from casual visitors who walk across the border and spend a dollar or less in Canada to visitors from Australia or New Zealand whose average expenditure rates including cost of transportation paid to Canadian ocean carriers is well over a thousand dollars. Any uniform system of sample expenditures if applied to the heterogeneous mass of travellers

represented in the 24 million border-crossings would be of little value. Estimates based on a sample are only reliable if the material sampled is reasonably homogenous. Hence the chief problem in evaluating international travel expenditures is to sort out heavy spending categories from light spending categories and to obtain satisfactory data on volume of traffic and average expenditure rates for each type of traveller.

In attempting to solve this problem we have not been able to specify the categories into which travellers are to be classified, but have had to adapt our sampling technique to classifications already in use by Canadian customs and immigration officials. In some respects the pre-existing breakdown of traffic coincides with a division between heavy spending and light spending groups but in others it does not. Wherever the classifications are not satisfactory we have had to make use of supplementary procedures to provide a suitable breakdown of traffic. Separate records of arrivals are maintained by immigration officials according to the country of last residence of each traveller. This enables us to segregate overseas travellers most of whom stay for a month or more from United States travellers whose visits are considerably shorter on average.

STATEMENT 2. - METHOD OF CALCULATION OF NON-RESIDENT TRAVEL EXPENDITURES  
IN CANADA, 1949

<u>Mode of Travel</u>	<u>Number of Persons (Thousands)</u>	<u>Rate per Person \$</u>	<u>Expenditures (1) (\$ Million)</u>
<u>A.- Travellers from the United States</u>			
1. Train			
Intransit	630	nil	-
Other	551	95.82	52.8
2. Boat	300	51.00	15.3
3. Bus			
Intransit	94	2.50	0.2
Other	335	72.24	24.2
4. Plane			
Intransit	7	2.50	0.02
Other	<u>129</u>	<u>136.43</u>	<u>17.6</u>
Total of Items 1-4	2,046		110.1
5. Car			
Traveller's Vehicle Permit:			
Summer Residents, commuters, etc.	3,111	(2)	6.8
Other	5,802	(3)	119.4
Non-permit or local	<u>8,749</u>	<u>2.13</u>	<u>18.7</u>
	17,662		144.9
6. Other travellers (Pedestrians, local bus, etc.)	<u>4,561</u>	2.96	<u>13.5</u>
Total	24,269		268.5
<u>B.- Travellers from Overseas Countries</u>	<u>37</u>		<u>18.0</u>
Grand Total	24,306		286.5

- (1) Product of data in first two columns.
- (2) The 3,111,000 border crossings were made by 54,243 individual summer residents, commuters etc. The average expenditure rate per individual is \$125.05.
- (3) Separate expenditure calculations are made for traffic remaining in Canada for (a) 24 hours or less, (b) 24-48 hours, and (c) more than 48 hours. The average rate for the three groups is \$20.58 per person.

Data on expenditures and rate per person are subject to revision.

Turning first to travel from the United States, entries from that country are classified by immigration officials into one or other of the following groups:

Those arriving:

- (1) By train
- (2) By boat
- (3) By through bus
- (4) By plane
- (5) All others, including entries by automobile, commercial vehicle, local bus and pedestrians.

The first of these classifications - train travellers - is far from a homogenous group as more than half the total are intransit passengers on American railroads whose only purpose in entering Canada is to take the most direct route between Detroit and Buffalo. These intransits in 1949 numbered 630,000 and their expenditures can be considered as negligible. Train passengers other than intransits in that year totalled 551,000. According to sample expenditures collected by the United States Department of Commerce and furnished to the Dominion Bureau of Statistics the average United States resident travelling in Canada by train (exclusive of intransits) stayed for 9 days and spent \$95.82. Multiplying the \$95.82 by the total volume of 551,000 passengers we obtain an estimated total expenditure of \$52.8 million for this type of traffic.

The second classification used by

STATEMENT 3. - EXPENDITURES IN CANADA OF TRAVELLERS FROM THE UNITED STATES  
BY TYPE OF TRANSPORTATION, 1945 - 1949  
(\$ Million)

Type of Transportation	1945	1946	1947	1948	1949(+)
Automobile .....	56.9	98.0	118.4	139.4	144.9
Rail .....	64.3	61.4	56.6	55.9	52.8
Boat .....	13.0	17.3	22.1	16.0	15.3
Bus (Exclusive of local bus) .....	12.9	15.8	16.7	20.8	24.4
Airplane .....	5.6	10.3	13.1	12.1	17.6
Other (pedestrians, local bus, etc.) ..	10.6	13.3	14.2	23.2	13.5
TOTAL .....	163.3	216.1	241.1	267.4	268.5

(+) Subject to revision.

Canadian immigration officials - boat traffic - is exclusive of ferry traffic across rivers or other short stretches of water separating Canada from the United States. It consists principally of passengers entering Ontario, and passengers on the ships operating between Vancouver, Victoria and Seattle on the Pacific coast. The total number of people carried in 1949 was 300,000, who spent at an average rate of \$51.00 per head, thereby producing total expenditures in Canada of \$15.3 million.

The third item, through bus traffic, is exclusive of local bus services operating between border communities. The total volume of traffic in 1949 was 429,000, of whom 94,000 were travelling intransit across southern Ontario. As intransit bus passengers have more opportunity to spend money than intransit train passengers we credit them with a nominal \$2.50 per head. Bus passengers other than intransits totalled 335,000. At an average of \$72.24 each their aggregate expenditures in Canada amounted to \$24.2 million.

The fourth item, plane traffic, requires only a small deduction for passengers flying intransit through Canada between the United States and Alaska. Passengers other than intransits numbered 129,000. At the comparatively high rate of \$136.43 each their expenditures totalled \$17.6 million.

The types of traffic which have been considered above have accounted for expenditures totalling \$110.1 million but amount to only 2 million out of the total of 24 million border-crossings. As the residue of 22 million border-crossings is not broken down by immigration officials some other means was required to separate heavy spenders from light spenders. This residual group consists principally of automobile traffic but automobile traffic in itself is not sufficiently uniform to make a satisfactory classification. In the solution of this problem we have made use of the procedure used by Canadian customs offi-

cials in allowing non-resident travellers to bring their automobiles into Canada for a limited time without payment of duty. Customs regulations require the use of a traveller's vehicle permit for all vehicles which remain in Canada longer than 48 hours or which travel beyond the jurisdiction of the port of entry. In practice this means that traveller's vehicle permits are issued to all vehicles except those which remain close to the port of entry. Although traveller's vehicle permits are often referred to as "48 hour permits" this expression is a misnomer as more than half of them are used for visits of less than 48 hours.

STATEMENT 4. - AVERAGE DECLARED EXPENDITURES PER CAR OF NON-RESIDENT MOTORISTS ENTERING CANADA ON CUSTOMS PERMITS, BY CLASS OF PERMIT, 1945 - 1949.

<u>Class of Permit</u>	<u>1945</u>	<u>1946</u>	<u>1947</u>	<u>1948</u>	<u>1949(x)</u>
	\$	\$	\$	\$	\$
Tourists	50.04	55.77	61.66	63.34	66.47
Commuters	391.50	374.62	311.04	372.07	284.36
Summer Residents	446.82	502.64	415.28	440.99	371.36
Locals	80.42	98.92	99.48	97.52	87.78

(x) Subject to revision.

As this is the most important of all types of traffic entering Canada we subject it to a very thorough examination. The Department of National Revenue has kindly arranged to have traveller's vehicle permits completed in triplicate and forwards one copy of every permit to the Dominion Bureau of Statistics. At the Bureau of Statistics the principal items appearing on the permits are transferred to mechanical tabulation cards which enables a detailed analysis of this type of traffic to be made. By this means we are able to sort out heavy spending groups such as summer residents whose expenditures average more than \$370 per season for the driver and his passengers, and commuters who average close to \$300, from other permit holders who spend considerably less. After these special classes -

the summer residents, commuters and others - have been taken care of, the remaining permit holders who are referred to as the "tourist class" are subjected to a further breakdown before their expenditures are calculated. This last breakdown is carried out to separate the large number of cars which stay for only one or two days from the smaller number which stay for longer visits. The procedure by which expenditures of this type of traffic are estimated is shown in Statement 5.

Statement 5 shows that 864,000 cars containing only 10 per cent of all the persons crossing the border during the year accounted for \$102 million or 38 per cent of the total United States travel expenditures in Canada. This last mentioned group stayed in Canada for an average of 10 days per visit.

STATEMENT 5. - CALCULATION OF EXPENDITURES OF TOURIST CLASS OF AUTOMOBILE TRAFFIC  
ENTERING CANADA ON TRAVELLER'S VEHICLE PERMITS, 1949

<u>Duration of Stay</u>	<u>Number of Cars (Thousand)</u>	<u>Average Expenditure Per Car (\$)</u>	<u>Expenditures (1) (\$ Million)</u>
24 hours or less	677	12.41	8.4
24-48 hours	395	23.54	9.3
Over 48 hours	864	117.71	101.7
Total	1,936		119.4

(1) Product of data in first two columns.  
Data on expenditures are subject to revision.

The source of the average expenditure rates per car for this type of traffic is the question on the back of the traveller's vehicle permit asking how much was spent in Canada for all purposes, such as gas, oil, repairs, lodging, food, beverages, merchandise, amusements, etc. Although this is a voluntary question an answer is given on approximately 75 per cent of the permits. When the vehicle leaves Canada the permit is surrendered to Canadian customs officials before the traveller declares to United States officials the value of commodities purchased in Canada, hence the document is not a source of embarrassment to the traveller. United States customs exemptions are now much larger than they used to be, therefore any temptation to undervalue purchases has been diminished. The expenditure question on the permit is endorsed as follows: "This information will be used only for the purpose of estimating total travel expenditures and will be treated as strictly confidential". All answers are carefully scrutinized before they are accepted. According to an investigation made by the United States Department of Commerce into similar data which it collects from non-automobile traffic the answers are not subject to bias, and in a sufficiently large number of cases plus and minus errors should balance.

The remainder of the non-resident automobiles - the non-permit or local group - is very heavy in volume, amounting to between 4 and 5 million cars in recent years, but the rate of spending is low due to the short length of visit and consequently total expenditures are not great. They amounted to \$18.7 million in 1949.

All United States travellers to Canada who are not included in any of the classifications which have been referred to above are grouped for convenience into a residual class called "Other Travellers". This group consists of persons proceeding on foot or by ferry, taxi, motorcycle, bicycle or local bus. The volume of this traffic reaches large proportions at such ports as Windsor, Fort Erie, Niagara Falls and St. Stephen. It is equivalent to the number of persons remaining after all other types of traffic have been taken from the 24 million border-crossings recorded by immigration officials. This residual group numbered 4,561,000 in 1949 and their expenditures at an average of \$2.96 each amounted to \$13.5 million.

With regard to travel from overseas countries the number of persons is small compared to the volume of traffic from the United States, amounting to only 36,700 persons in 1949. The average duration of stay, however, is more than

a month and the cost of ocean transportation paid to Canadian ocean carriers is substantial. Hence expenditure rates per person range from \$350 for visitors from the West Indies to \$1,000 or more

for residents of distant countries like Australia and New Zealand. The resulting estimates of total travel expenditures in Canada by overseas visitors amounted to \$18 million in 1949.

STATEMENT 6. - EXPENDITURES OF UNITED STATES TRAVELLERS IN CANADA BY LENGTH OF STAY  
1949

Mode of Travel	Number of Persons	% of Grand Total	Expenditures (x) \$	% of Grand Total
		%	\$	%
<u>A. Short Term Traffic</u>				
Automobile:				
Non-permit or local traffic .....	8,749,174	36.05	18,681,260	6.96
Repeat trips of permit- holders .....	3,056,451	12.60	-	-
Tourist Class, 1 Day ....	2,172,614	8.95	8,386,200	3.12
Tourist Class, 2 Days ...	1,162,331	4.79	9,335,655	3.48
Commuters .....	5,839	0.02	687,793	0.25
Local permit holders ....	15,056	0.06	577,809	0.21
Rail, intransit .....	629,643	2.60	-	-
Bus, intransit .....	94,477	0.39	236,192	0.09
Airplane, intransit .....	6,910	0.03	17,275	0.01
Other travellers .....	4,560,478	18.79	13,446,825	5.01
Total .....	20,452,973	84.28	51,369,009	19.13
<u>B. Long Term Traffic</u>				
Automobile:				
Tourist Class, more than two days .....	2,467,439	10.16	101,693,465	37.88
Summer Residents .....	33,348	0.14	5,517,565	2.05
Rail .....	551,309	2.27	52,781,555	19.66
Bus .....	334,680	1.38	24,203,520	9.02
Airplane .....	128,836	0.53	17,603,737	6.56
Boat .....	300,243	1.24	15,297,554	5.70
Total .....	3,815,855	15.72	217,097,396	80.87
GRAND TOTAL .....	24,268,828	100.00	268,466,405	100.00

(x) Subject to revision.

Receipts From United States Travellers in 1949,  
Classified by Length of Stay in Canada

For convenience in analysis, summaries have been prepared of all short

term traffic and all long term traffic entering Canada from the United States.

This information is presented in Statement 6---the short term group consisting principally of visits of 48 hours or less and the long term group of visits lasting longer than 48 hours. The statement presents both volume of traffic and expenditures for the year 1949. It shows that much the greater part of the expenditures are made by the comparatively small number of long term travellers. In 1949 more than 80 per cent of the total expenditures of \$268 million were made by long term travellers, who accounted for only 16 per cent of the 24 million border-crossings made during the year. There has been little change in recent years in the relationship between the volume of long and short term traffic. Short term entries expressed as percentages of total traffic have remained within the narrow limits of 84.2 and 85.8 throughout the period of 5 years from 1945 through 1949.

With one exception the proportion of short term expenditures to total expenditures has also remained stable. The exception to the general trend occurred in 1948 when expenditures of short term travellers rose to 24 per cent of the total, contrasting with a narrow range between 17.5 and 19.1 in the years 1945, 1946, 1947, and 1949. As will be seen in Statement 9 expenditures of short term travellers advanced in 1948 by \$18.7 million and

receded in the following year by \$12.9 million. The rise in 1948 was caused principally by non-permit or local automobile traffic and the residual class of "other travellers". Expenditures of non-permit automobile traffic rose from \$14.0 million in 1947 to \$22.7 million in 1948, a gain of 62 per cent, only to drop again to \$18.7 million in 1949. Similarly, expenditures of "other travellers" rose from \$14.2 million to \$23.2 million and receded again to \$13.5 million. The explanation appears to be that many Americans living in border communities took advantage of lower prices and better supply in Canadian meat and grocery shops in 1948 and bought a substantial amount of their supplies in Canada. Price levels, however, commenced to decline in the United States in the fall of 1948 and continued to drop during the first half of 1949, whereas Canadian prices remained relatively stable. Thus the differential which existed in favour of Canadian prices did not continue in 1949. These figures are significant in the interpretation of the annual increases in expenditures of American travellers which appear in Statement 1. If shopping visits are disregarded the gain of \$26 million in United States expenditures in 1948 receives a substantial cut and the gain of \$1 million in 1949 is raised by the same amount.

STATEMENT 7. - DISTRIBUTION OF UNITED STATES TRAVEL EXPENDITURES IN CANADA  
BY PROVINCE OF ENTRY, 1945 - 1949.

<u>Province of Entry</u>	<u>Percentage of Total</u>				
	<u>1945</u>	<u>1946</u>	<u>1947</u>	<u>1948</u>	<u>1949(2)</u>
Maritimes (1) .....	6.7	6.3	7.0	7.9	7.7
Quebec .....	17.5	21.0	18.6	18.0	18.6
Ontario .....	58.6	50.9	54.2	56.5	55.7
Manitoba .....	2.3	3.1	2.9	2.8	2.7
Saskatchewan .....	.8	1.4	1.5	1.6	1.4
Alberta .....	.7	1.3	1.9	2.4	2.5
British Columbia .....	13.4	16.0	13.9	10.8	11.4
<b>TOTAL</b> .....	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

(1) Entering mainly through ports in New Brunswick.

(2) Subject to revision.

Receipts From United States Travellers in 1949  
Classified by Province of Entry Into Canada

Lack of information on the movements of American travellers within Canada makes it impossible to divide their expenditures according to the provinces in which they are made. It is possible to divide expenditures according to the provinces through which the travellers enter Canada, but such figures are only generally indicative of provincial receipts from foreign travel, being subject to an unknown volume of interprovincial travel. A distribution of United States travel expenditures in Canada by province of entry for the years 1945 - 1949 is given in Statement 7. The distribution is presented in the form of percentages of total expenditures. The statement shows that the provinces generally remained in the same order of rank in each year.

Data in Statement 7 are influenced not only by differences in the volume of traffic entering Canada through each province but by the fact that average

expenditure rates vary to a large extent between provinces. Statement 8 shows that motorists of the tourist class entering Canada in 1949 by way of Alberta spent more than twice as much per visit as motorists entering by way of Ontario or Quebec. The proximity of Ontario and Quebec to large centres of population in the United States encourages more visits of short duration than are made in other provinces. In-transit traffic across southern Ontario is another factor tending to depress average expenditures in that province. Heavily weighted by the large volume of traffic in Ontario the average expenditure for the Dominion was only \$66 per car. Saskatchewan recorded the greatest rise in these rates in 1949 with an increase of 30 per cent over the year before. Increases in other provinces ranged from 7 per cent in Ontario to less than 1 per cent in Alberta and Quebec. There were decreases in British Columbia, Manitoba and the Maritimes.

STATEMENT 8. - AVERAGE DECLARED EXPENDITURES PER CAR OF MOTORISTS OF THE  
TOURIST CLASS OF CUSTOMS PERMITS, BY PROVINCE OF EXIT,  
1945 - 1949.

Province of Exit	1945	1946	1947	1948	1949(x)
	\$	\$	\$	\$	\$
Maritimes .....	58.85	89.86	99.47	102.36	98.20
Quebec .....	53.76	62.55	65.88	66.35	66.46
Ontario .....	44.93	46.73	53.09	54.05	57.89
Manitoba .....	82.91	89.39	91.25	97.33	88.31
Saskatchewan .....	70.20	77.61	78.74	69.56	91.16
Alberta .....	146.78	123.71	126.32	133.60	134.35
British Columbia ..	84.14	84.96	85.30	100.83	84.21
 TOTAL .....	 50.04	 55.77	 61.66	 63.34	 66.47

(x) Subject to revision.

STATEMENT 9. - COMPARATIVE DATA ON VOLUME OF TRAFFIC AND EXPENDITURES  
OF UNITED STATES TRAVELLERS TO CANADA, 1947 - 1949.

	Number of Persons  (Thousand)	Expenditures in Canada  (\$ Thousand)	Average Expenditure per Person \$
<u>Short Term Traffic</u>			
1947	19,100	45,509	2.38
1948	21,400	64,245	3.00
1949(x)	20,453	51,369	2.51
Change during 1948	+ 2,300	+ 18,736	+ .62
Change during 1949	- 947	- 12,876	- .49
<u>Long Term Traffic</u>			
1947	3,580	195,576	54.63
1948	3,676	203,118	55.25
1949(x)	3,816	217,097	56.89
Change during 1948	+ 96	+ 7,542	+ .62
Change during 1949	+ 140	+ 13,979	+ 1.64
<u>Total Traffic</u>			
1947	22,680	241,085	
1948	25,076	267,363	
1949(x)	24,269	268,466	
Change during 1948	+ 2,396	+ 26,278	
Change during 1949	- 807	+ 1,103	
(x) Subject to revision.			

Analysis of Statistics Respecting Tourist Class  
of United States Motorists According to  
Length of Stay in Canada

In Tables 1 and 1-A, United States permit-holding motor traffic of the tourist class is analysed by length of stay in Canada, and data for 1948 are presented according to number of days stay in Canada for each of the following items:

- (a) Number of cars to which permits are issued.
- (b) Average expenditure per car.
- (c) Total expenditures of all cars.
- (d) Total number of car-days.
- (e) Average expenditure per car per day.
- (f) Average number of persons per car.
- (g) Total number of persons traveling in all cars.
- (h) Total number of person-days.
- (i) Average expenditure per person per day.

The average length of visit for this type of traffic dropped slightly in 1948 to 5.28 days from 5.39 in the previous year. A gradual change in the composition of the traffic has been apparent in recent years, resulting in greater importance of both the shortest and the longest visits as sources of foreign exchange. Expenditures of visits lasting for 24 hours or less in the early war year of 1941 amounted to only 3.9 per cent of total expenditures for the tourist class of permit holders, whereas by 1948 this percentage had almost doubled at 7.6. Similarly, expenditures of visits lasting for one month or more advanced from 9.1 per cent of the total in 1941 to 11.5 per cent in 1948. There has been little change in the relative importance of visits of intermediate length when considered from the viewpoint of expenditures.

EXPENDITURES OF TOURIST CLASS OF UNITED STATES MOTORISTS

Percentage of Total Expenditures Derived from Visits of:

<u>Year</u>	<u>24 Hours or Less</u>	<u>One Month or More</u>
1941	3.9	9.1
-	-	-
1946	6.4	10.7
1947	7.3	10.9
1948	7.6	11.5

More than half of all permits issued to the tourist class are used for visits of two days or less. The number of permits is at a peak in the one day class and falls off rapidly as length of stay increases. Expenditures, however, are greatest in the three day group, and decline less rapidly than the number of permits because of the higher expenditures per visit of longer stay cars.

Maximum daily expenditures per car in 1948 was reached in the 5 day class at \$18.08. For a number of years previously the maximum rate per day had occurred in visits lasting for three days. A gradual decline in daily expenditures

is in evidence as the length of stay increases until cars remaining for three months or more report daily disbursements of only \$3.24, suggesting that the occupants are living in cottages or staying with relatives. The average daily expenditure per person increased to \$4.32 from \$4.15 in 1947. As in former years visits of 8 days and 15 days showed relatively light daily expenditures per person together with more than the average number of persons per vehicle, suggesting the presence of family groups enjoying holidays of one and two weeks duration. The average number of persons per car remained practically unchanged from the year before at 2.99.

A special analysis of the number of persons per car in the tourist class leaving Canada in August, 1949, indicates that cars containing two persons far outnumbered those containing any other number of persons and constituted 37 per

cent of the total for the month. The percentage distribution for the month is shown in Statement 10. These figures indicate the relative demand for accommodation by parties of varying size.

STATEMENT 10. - NUMBER OF PERSONS PER CAR IN TOURIST CLASS OF  
UNITED STATES MOTORISTS,  
AUGUST 1949

<u>Number of Persons</u> <u>Per Car</u>	<u>Per Cent</u> <u>of Total</u>
1	6
2	37
3	21
4	22
5	9
6 and over	5
<hr/>	
Total	100

Analysis of United States Motor Traffic  
to Canada by Ports of Entry and Exit

From 8 to 10 per cent of all American cars entering Canada on customs permits return to the United States via a province other than that of entry. The above ratio dropped from 8.9 per cent in 1947 to 8.5 in 1948 and rose again to 9.2 in 1949. Particulars of this interprovincial movement of traffic are shown in Table 9. The trend in 1949 was toward lower percentages in entries through Manitoba and Alberta and higher percentages for each of the other provinces. These figures do not represent the total volume of traffic crossing provincial boundaries as they are exclusive of vehicles which leave by the province of entry after visiting another province or provinces.

More than 60 per cent of all permit-holding cars enter Canada through ports of entry in the Province of Ontario. The six routes within the province which are followed by the greatest number of American cars are outlined in Statement 11. The statement shows the number of cars

of the tourist class following these routes during the period of four months from June through September for each of the years 1947, 1948, 1949. The statement also gives the volume of traffic over each route as a percentage of the total number of cars to enter the province through all ports of entry.

The extent of intransit traffic between the states of New York and Michigan can be judged from the first route appearing in the statement. In 1949, 211,200 cars took this route across the southern part of the province and 179,200 of them spent less than 48 hours in Canada and can therefore be assumed to be travelling intransit. This last mentioned group of 179,200 cars constitutes more than 20 per cent of all permit holding cars entering Ontario during the period; from which it follows that one car out of five to come into the province on a customs permit in the summer months is primarily concerned with taking the shortest route between two points in the United States.

STATEMENT 11. - SELECTED ROUTES WITHIN ONTARIO FOLLOWED BY FOREIGN CARS OF THE TOURIST CLASS.  
JUNE - SEPTEMBER, 1947 - 1949.

Between: <u>ROUTE</u>	<u>NUMBER OF CARS</u>		<u>PERCENTAGE OF ENTRIES VIA ALL PORTS IN ONTARIO</u>	
	<u>1947</u>	<u>1948</u>	<u>1947</u>	<u>1948</u>
1. St. Clair, Detroit River Ports and Fort Erie, Niagara Falls	165,644	199,094	22.8	24.8
2. Fort Erie, Niagara Falls and St. Lawrence River Ports in Ontario	26,281	28,174	3.6	3.5
3. St. Lawrence River Ports in Ontario and Province of Quebec (1)	23,643	24,151	3.3	3.0
4. St. Clair, Detroit River Ports and St. Lawrence River Ports in Ontario	6,575	7,228	0.9	0.9
5. Sault Ste. Marie and St. Clair, Detroit River Ports	6,960	6,855	1.0	0.8
6. Sault Ste. Marie and Fort Erie, Niagara Falls	4,954	5,480	0.7	0.7
Total of above	234,057	270,982	32.2	33.8

(1) Excluding vehicles which travelled from Ontario across Quebec to the Maritime Provinces.

Cars following the six routes described in Statement 11 constituted 35 per cent of the total volume of traffic entering the province on tourist permits during the summer months of 1949, as against 34 per cent in 1948 and 32 per cent in 1947. In 1949 the number of

cars following each route was a higher percentage of total entries into the province than in 1948, indicating a decreasing trend to leave the province by the port of entry. The six routes remained in the same order of relative importance in 1949 as in 1948.

STATEMENT 12. - PERCENTAGE CHANGES BETWEEN 1948 AND 1949, IN NUMBER  
OF CUSTOMS PERMITS ISSUED TO VEHICLES  
ORIGINATING IN SELECTED STATES.

<u>State of Origin</u>	<u>Percentage Change</u>
North Dakota	+ 50.1
Maine	+ 28.3
Montana	+ 23.2
Minnesota	+ 18.9
Wisconsin	+ 13.7
Washington	+ 13.4
Illinois	+ 11.8
Indiana	+ 10.6
Oregon	+ 9.2
Vermont	+ 8.2
New Jersey	+ 8.2
New Hampshire	+ 8.1
Michigan	+ 7.5
California	+ 5.9
New York	+ 3.3
Massachusetts	+ 0.4
Ohio	- 0.1
Pennsylvania	- 0.5
Rhode Island	- 0.9
Connecticut	- 2.2
Other States	+ 22.3
TOTAL	+ 8.0

Analysis of United States Motor Traffic to Canada  
By State of Origin

More than 80 per cent of the cars entering Canada on customs permits and practically all the non-permit cars come from the states forming the northern boundary of the United States. The border states supplemented by Oregon and California on the Pacific coast and Massachusetts, Connecticut, Rhode Island and New Jersey on the Atlantic seaboard account for 93 per cent of the permit holding cars which enter Canada. Vehicles from more distant states, however, have

been gaining in importance each year and, as will be seen in Table 3, have increased from 2.6 per cent of the total in 1945 to 6.5 per cent in 1949. The four regional groups of states appearing in Table 3 have changed little in relative importance during the past four years. When traffic in 1949 is compared with that in 1948 the western groups show a small advance at the expense of the eastern groups. Greater differences appear when the states are examined individually -

STATEMENT 13. - AVERAGE EXPENDITURE PER CAR DECLARED BY NON-RESIDENT  
PERMIT HOLDING MOTORISTS, BY STATE OF ORIGIN,  
1947 - 1949

<u>STATE OF ORIGIN</u>	<u>AVERAGE DECLARED EXPENDITURE PER CAR</u>		
	<u>1947</u>	<u>1948</u>	<u>1949 (1)</u>
<u>North Eastern</u>	\$	\$	\$
Connecticut	72.97	75.14	78.53
Maine	39.84	37.28	31.45
Massachusetts	78.70	84.32	85.34
New Hampshire	51.74	49.28	52.70
New Jersey	74.63	80.71	87.22
New York	56.45	55.63	55.95
Pennsylvania	70.63	77.22	79.83
Rhode Island	68.71	76.86	79.90
Vermont	20.59	19.73	17.96
 <u>Great Lakes</u>			
Illinois	85.31	87.88	89.74
Indiana	77.13	71.92	74.43
Michigan	51.52	48.06	45.57
Ohio	74.95	86.61	87.99
Wisconsin	87.88	79.79	80.50
 <u>North Western</u>			
Minnesota	86.47	84.00	70.30
Montana	73.53	81.69	75.93
North Dakota	60.14	64.83	58.86
 <u>West Coast</u>			
California	87.57	105.35	106.08
Oregon	75.17	92.77	92.05
Washington	49.84	49.82	49.55
 <u>Other States</u>	84.18	94.27	93.64

(1) Subject to revision.

ranging from an increase of 50 per cent in the volume of traffic from North Dakota to a decrease of 2 per cent in that from Connecticut. In Statement 12 the twenty states in Table 3 are arranged in descending order according to changes between 1948 and 1949 in the volume of traffic originating in each state.

The six states appearing at the top of Statement 12 are located on the Canadian border, whereas the four states at the bottom are separated from the border by other states or by the Great Lakes. Traffic from states other than those named increased by 22 per cent. From which it follows that the greatest improvements in 1949 were made by the nearest and the farthest states at the expense of those located at intermediate distances.

Average expenditures per visit for the states appearing in Table 3 varied in 1949 from \$17.96 for cars registered in Vermont to \$106.08 for cars registered in California. This range in expenditures

is influenced by the duration of the visit in Canada and by the rate of spending throughout the visit. The states in which most of the short term intransit traffic originates - New York and Michigan - have low expenditure rates per car. Motorists in Maine, New Hampshire and Vermont are accustomed to making visits of short duration to nearby points in New Brunswick and Quebec and spend at an even lower rate. With regard to these five states average expenditures per car are depressed by the short duration of the average visit.

There is a marked uniformity in the range from year to year in average expenditures per visit for each state. With the exception of Minnesota, Oregon and California, expenditure rates for each of the states shown in Statement 13 vary by less than \$10 per visit between 1947 and 1948 and between 1948 and 1949. Such a high degree of stability reflects unchanging habits in travel behaviour by residents of each of these states.

STATEMENT 14. - EXPENDITURES OF CANADIAN TRAVELLERS IN THE UNITED STATES,  
1942 - 1949.

<u>Year</u>	<u>Expenditures</u> (\$ Million)	<u>Change from</u> <u>Previous Year</u> (\$ Million)	<u>Per cent Change from</u> <u>Previous Year</u> (%)
1942	24		
1943	34	+ 10	+ 42
1944	57	+ 23	+ 68
1945	81	+ 24	+ 42
1946	130	+ 49	+ 60
1947	152	+ 22	+ 17
1948	113	- 39)	- 26)
1949	164	+ 51) + 12	+ 45) + 7

EXPENDITURES OF CANADIAN TRAVELLERS IN THE UNITED STATES

The rise in Canadian travel expenditures in the United States since the early war years has been much more pronounced than the corresponding rise in United States travel expenditures in Canada. If data for 1949 are compared with those for 1942 it is seen that Canadian expenditures have increased by 583 per cent as against a United States advance of 239 per cent. As a result of this rapid development Canadian travel expenditures in the United States in 1949 amounted to 63 per cent of United States travel expenditures in Canada. The corresponding ratio for the prewar period of 14 years ending in 1939 was 43 per cent and for the war years was 39 per cent. If the total population of the two countries is taken into consideration, Canadian travel expenditures in the United States in 1949 amounted to more than \$12 per capita whereas American expenditures in Canada were only about \$1.80 per capita.

Statement 14 shows that Canadian expenditures have increased in each year since 1942 with the exception of 1948, the drop in the latter year being caused by the Emergency Exchange Conservation Program initiated in November, 1947. The decrease in expenditures in 1948 was followed by a sharp increase, caused by removal in January 1949 of some important restrictions on imports by

travellers. The long term trend in Canadian expenditures since 1942 can perhaps best be observed by consolidating data for 1948 and 1949, the net increase for the two years being \$12 million. After this adjustment has been made Statement 14 shows a maximum annual increase of \$49 million in 1946. A reference to Statement 1 above shows that 1946 was also the year of maximum increase in United States travel expenditures in Canada. Thus the peak in the post war recovery in travel between the two countries appears to have occurred in that year. Each subsequent year has brought larger expenditures by Canadians, but the gain from year to year (if data for 1948 and 1949 are consolidated) has been at a progressively smaller rate. But expenditures in both of those latter years were still influenced by the ration of \$150 a year for expenditures of United States dollars on pleasure travel.

More than half the 1949 increase in expenditures of Canadian travellers in the United States was due to purchases declared under the \$100 customs exemption. These declarations totalled \$29 million in 1949 as against only \$300,000 in the year before when there was a ban on most types of merchandise which Canadian travellers are in the habit of buying.

STATEMENT 15. - IMPORTS UNDER \$100 CUSTOMS EXEMPTION DECLARED BY  
CANADIAN TRAVELLERS RETURNING FROM UNITED STATES  
1949

<u>Type of Commodity</u>	<u>Declared Value</u> <u>(\$ Million)</u>
Clothing	13.8
Furniture and household appliances	3.7
Boots and shoes	2.6
Radio sets	1.5
Automobile accessories, tires and tubes	0.3
Other	6.7
<b>TOTAL</b>	<u><u>28.6</u></u>

STATEMENT 16. - EXPENDITURES OF CANADIAN TRAVELLERS IN THE UNITED STATES  
BY TYPE OF TRANSPORTATION USED TO RE-ENTER CANADA  
1945-1949.

(\$ Million)

<u>Type of Transportation</u>	<u>1945</u>	<u>1946</u>	<u>1947</u>	<u>1948</u>	<u>1949</u>
Automobile .....	7.5	21.7	32.6	25.1	52.9
Train .....	39.4	49.6	52.2	35.9	46.1
Boat .....	1.8	3.2	4.1	3.1	3.9
Bus (Exclusive of local bus) .....	17.0	28.5	34.6	25.5	33.1
Airplane .....	4.1	8.8	9.0	7.3	9.7
Other (pedestrians, local bus, etc.)	11.0	18.1	19.8	16.3	18.5
<b>TOTAL .....</b>	<b>80.9</b>	<b>129.9</b>	<b>152.3</b>	<b>113.2</b>	<b>164.2</b>

Canadians Returning from the United States  
By Type of Transportation

In 1949 expenditures of Canadian travellers returning from the United States by automobile were more than twice those of the year before, and for the first time on record were greater than expenditures of persons returning by train. The change in relative importance of these two methods of transportation was due in part to the larger number of automobiles available, but was also influenced to a very large extent by the increased use of automobiles for shopping visits to United States border communities. The gain in volume of longer term motor traffic in 1949 over the year before was 66 per cent. The greater part of the advance was concentrated at Fort Erie, Niagara Falls, Windsor and Pacific Highway, each of which is within a short distance of a large American shopping centre. The aggregate rise in volume of long term motor traffic through these four ports was 165 per cent while at all other ports of entry the gain was only 38 per cent.

ing from the United States by train, bus and boat were in each case from 25 to 30 per cent greater than in 1948 but did not regain the 1947 levels. Expenditures of plane passengers increased by 32 per cent to reach a new high level. Pedestrians and other miscellaneous types of travellers spent 13 per cent more than in the year before.

Statement 17 classifies the number of Canadian travellers to the United States and their expenditures in the year 1949 according to two groups: A short term group who remained abroad for visits of two days or less and a long term group who remained for longer periods. The general pattern of the data and the relationship between number of travellers and their expenditures in the short and long term groups is similar to that shown in Statement 6 respecting American travellers visiting Canada. The average expenditure per person of both long and short term Canadians in the United States was higher than average expenditures of similar groups of American visitors in Canada.

Expenditures of travellers return-

STATEMENT 17. - EXPENDITURES OF CANADIAN TRAVELLERS IN THE UNITED STATES  
BY LENGTH OF STAY, 1949

Mode of Travel	Number of Persons	% of Grand Total	Expenditures	% of Grand Total
		%	\$	%
<u>A. Short Term Traffic</u>				
Motorists - One Day	5,601,910	37.13	8,624,979	5.25
Two Days	353,892	2.35	8,580,401	5.22
Rail, intransit	9,897	0.07	-	-
Other Travellers (pedestrians, local bus, etc.)	7,169,915	47.53	18,482,330	11.26
<b>TOTAL</b>	<b>13,135,614</b>	<b>87.08</b>	<b>35,687,710</b>	<b>21.73</b>
<u>B. Long Term Traffic</u>				
Motorists - More than two days	665,338	4.41	35,673,396	21.72
Rail	522,217	3.46	46,160,566	28.11
Through Bus	563,292	3.74	33,155,256	20.19
Airplane	90,719	0.60	9,661,590	5.88
Boat	107,681	0.71	3,886,081	2.37
<b>TOTAL</b>	<b>1,949,247</b>	<b>12.92</b>	<b>128,536,889</b>	<b>78.27</b>
<b>GRAND TOTAL</b>	<b>15,084,861</b>	<b>100.00</b>	<b>164,224,599</b>	<b>100.0</b>

TRAVEL BETWEEN CANADA AND OVERSEAS COUNTRIES

Travel between Canada and overseas countries normally produces a debit balance, which reached \$17 million in 1926 - the highest on record. In 1949 this balance stood at \$10 million - \$1 million higher than the year before.

Expenditures in Canada by overseas travellers in 1949 reached a new record of \$18 million. Included in this total are transportation costs paid to Canadian carriers. The number of visitors arriving by way of Canadian ports was 20,200, of whom 12,600 or 62 per cent of the total originated in the United Kingdom. Included in the balance of 7,600 were 1,886

who came from Newfoundland during the three months prior to Confederation with Canada. Visitors through Canadian ports were supplemented by an estimated 16,500 arrivals via United States ports, making a total volume of 36,700 persons. This figure is 2,100 less than the corresponding volume of traffic in 1948, but the reduction is due to Newfoundland being classed as a foreign country for 12 months in 1948 and for only 3 months in 1949. Arrivals from countries other than Newfoundland increased substantially in 1949, the increase being 48 per cent in residents of the United Kingdom and 50 per cent in residents of other countries.

Canadian travel expenditures in overseas countries (including cost of passage paid to non-Canadian carriers) totalled \$28 million - the highest in 42 years. The number of Canadian residents returning via Canadian ports after visits to overseas countries was 40,500. Those returning from countries other than Newfoundland, numbering 38,400, can be compared with 25,900 in 1948, an increase of 48 per cent.

Canadian travellers visiting overseas countries via the United States are estimated at 8,000 in 1948 and 8,500 in 1949, resulting in a total for 1949 via Canadian and United States ports of 49,000. Travel to Bermuda and the West Indies was particularly heavy. The proportion of Canadian travellers to European countries who reported that they were visiting relatives was even larger in 1949 than in 1948.

STATEMENT 18. - EXPENDITURES OF CANADIAN TRAVELLERS IN OTHER COUNTRIES

1939 - 1949

(\$ Million)

<u>Year</u>	<u>Total Expenditures</u>	<u>Expenditures in U. S. A.</u>	<u>Expenditures in Other Countries</u>
1939	81	67	14
1940	43	40	3
1941	21	18	3
1942	27	24	3
1943	37	34	3
1944	60	57	3
1945	83	81	2
1946	136	130	6
1947	167	152	15
1948	186	113	22
1949	192	164	28

DISTRIBUTION OF TRAVELLERS' EXPENDITURES

Samples of expenditures obtained from travellers are confined to their total outlay in Canada. Although it can be assumed that the typical visitor would have difficulty in providing a breakdown of his expenditures, he knows the total amount within reasonably narrow limits. This total, of course, covers a variety of goods and services but usually the largest part is for meals and accommodation, with transportation and purchases of merchandise being of varying importance according to the nature of the visits and personal inclinations. Other outlays cover expenditures on special services such as those on recreation and other personal services.

While an accurate estimate is not available showing the way in which the traveller's dollar is spent, it is possible to judge the relative significance of some of the various broad types of expenditure. The number of meals consumed can be estimated for example. For 1949 it is estimated that between 150 and 200 million meals were provided visitors from the United States. From this figure further estimates may be made regarding the volume of food consumed by visitors. It is notable that this number of meals consumed by United States visitors is approximately the same as the number of meals which would be consumed by an addition of approxi-

mately 1.2 per cent to Canada's permanent population. But of course the demand of visitors for meals served in hotels and restaurants is proportionately much greater than this overall comparison suggests.

Likewise it is possible to judge the demand for overnight accommodation from information on the number of visitors and their length of stay. It is estimated that in 1948 the number of American travellers requiring overnight accommodation varied from a minimum of 32,000 for an average night in February to a maximum of 254,000 for an average night in August. The heavy demand for accommodation in the summer months by non-residents, when added to the requirements of Canadian travellers, has resulted in a large capital investment in hotels and other establishments catering to travellers. The results of a census of Canadian hotels - the first complete picture of the hotel business in Canada since 1941 - will be published in a report to be released by the Dominion Bureau of Statistics later in the year.

Less information is available on the actual amounts spent by visitors on purchases of merchandise but it is well known that there are particularly strong demands from visitors for certain types of goods in Canada. Among these are woollens, chinaware, handicrafts, and antiques. Many of the goods in special demand are British and European importations and a large part of the sales during the summer months particularly are to tourists. The existence of special exemptions

from duties extended to imports by tourists is an important stimulant to purchases. In the case of Canadian expenditures in the United States in 1949 the declared value of tourist purchases under the special exemption privilege amounted to approximately 18% of the total expenditures by Canadian travellers in the United States for all purposes.

The amounts spent on transportation by visitors are also substantial and widely distributed. The largest item in recent years is the purchase of gasoline and other expenses incidental to motoring visits to Canada. But railway, bus, and air transportation provided non-residents is also large, particularly on some routes. During the later years of the war American non-automobile travellers reported that more than 30 per cent of their travel expenditures in Canada were payments for transportation.

While the impact of the traveller's dollar is greatest in districts which cater more exclusively to tourists these outlays are of some importance throughout most parts of Canada, particularly in certain seasons. Even when they represent only a small part of the demand these outlays are often of major significance to certain businesses depending upon the visitor for the maintenance of full employment during the tourist season. In some places the expenditures by travellers are most dynamic, notably in regions featuring hunting, fishing, and other outdoor recreation.

Table 1. - Number of and Expenditures by Non-Resident Motorists (Tourist Class)  
Entering on Traveller's Vehicle Permits, By Length of Stay in Canada, 1948.

Days' Stay	Number of Permits	% of Total Permits	Average Expendi- ture per car	Esti- mated Expendi- tures	% of Total Expendi- tures	Number of Car-Days	Average Expendi- ture per car per day
			\$	\$			\$
1	651,765	36.20	12.71	8,282,130	7.62	651,765	12.71
2	358,941	19.94	24.90	8,939,080	8.22	717,882	12.45
3	214,747	11.93	53.32	11,450,310	10.54	644,241	17.77
4	127,931	7.11	72.12	9,226,384	8.49	511,724	18.03
5	85,780	4.76	90.43	7,757,085	7.14	428,900	18.08
6	57,893	3.22	107.74	6,237,392	5.74	347,358	17.96
7	48,685	2.70	124.20	6,046,677	5.56	340,795	17.74
8	50,531	2.81	133.94	6,768,122	6.23	404,248	16.74
9	33,983	1.89	148.58	5,049,194	4.65	305,847	16.51
10	23,814	1.32	156.97	3,738,084	3.44	238,140	15.70
11	16,910	.94	173.00	2,925,430	2.69	186,010	15.73
12	14,695	.82	181.09	2,661,118	2.45	176,340	15.09
13	13,740	.76	191.70	2,633,958	2.42	178,620	14.75
14	13,748	.76	193.35	2,658,176	2.45	192,472	13.81
15	14,435	.80	195.55	2,822,764	2.60	216,525	13.04
16	8,571	.48	205.93	1,765,026	1.62	137,136	12.87
17	5,488	.30	209.47	1,149,571	1.06	93,296	12.32
18	3,767	.21	238.11	896,960	.82	67,806	13.23
19	2,969	.17	230.83	685,334	.63	56,411	12.15
20	2,797	.16	231.41	647,254	.60	55,940	11.57
21	2,346	.13	249.80	586,031	.54	49,266	11.89
22	2,173	.12	245.23	532,885	.49	47,806	11.16
23	2,107	.12	229.74	484,062	.45	48,461	9.99
24	1,488	.08	248.81	370,229	.34	35,712	10.37
25	1,282	.07	255.51	327,564	.30	32,050	10.22
26	1,196	.07	261.96	313,304	.29	31,096	10.07
27	1,066	.06	275.45	293,630	.27	28,782	10.20
28	1,007	.06	254.06	255,838	.24	28,196	9.07
29	1,136	.06	258.83	294,031	.27	32,944	8.92
30	1,329	.07	264.31	351,268	.32	39,870	8.81
31- 40	6,005	.33	247.41	1,485,697	1.37	208,219	7.13
41- 50	3,430	.19	293.26	1,005,882	.93	155,758	6.46
51- 60	3,306	.18	281.35	930,143	.86	184,559	5.04
61- 70	3,630	.20	245.90	892,617	.82	234,839	3.80
71- 80	2,192	.12	353.85	775,639	.71	164,778	4.71
81- 90	1,678	.09	398.00	667,844	.61	143,325	4.66
91-100	1,498	.08	377.81	565,959	.52	142,719	3.96
101-125	3,322	.19	410.16	1,362,552	1.25	378,958	3.59
126-150	2,872	.16	480.09	1,378,818	1.27	392,306	3.51
151-175	2,105	.12	563.39	1,185,936	1.09	342,170	3.46
176-365	3,864	.22	588.02	2,272,109	2.09	829,374	2.74
Totals	1,800,222	100.00	60.36	108,672,087	100.00	9,502,644	11.44
Av.Length of stay						Per car 5.28 days	

N.B. The above data derived from averages for the Dominion for periods of three days and over rather than from each Province, are slightly different from those calculated from Provincial averages.

Table 1A. - Number of and Expenditures by Non-Resident Motorists (Tourist Class)  
Entering on Travellers Vehicle Permits by Length of Stay in Canada, 1948.

Days' Stay	Average persons per car	Number of persons	Number of person - Days	Average Expenditure per person per day
				\$
1	3.19	2,079,777	2,079,777	3.98
2	2.93	1,053,393	2,106,786	4.24
3	2.90	622,547	1,867,641	6.13
4	2.85	365,219	1,460,876	6.31
5	2.83	243,079	1,215,395	6.38
6	2.82	163,570	981,420	6.35
7	2.93	142,799	999,593	6.05
8	3.05	154,158	1,233,264	5.49
9	2.94	99,786	898,074	5.62
10	2.86	68,125	681,250	5.49
11	2.84	48,095	529,045	5.53
12	2.82	41,391	496,692	5.36
13	2.87	39,408	512,304	5.14
14	2.97	40,833	571,662	4.65
15	3.02	43,647	654,705	4.31
16	2.85	24,457	391,312	4.51
17	2.73	14,970	254,490	4.52
18	2.63	9,910	178,380	5.03
19	2.63	7,816	148,504	4.61
20	2.62	7,319	146,380	4.42
21	2.65	6,227	130,767	4.48
22	2.64	5,746	126,412	4.21
23	2.60	5,486	126,178	3.84
24	2.47	3,679	88,296	4.19
25	2.53	3,245	81,125	4.04
26	2.56	3,063	79,638	3.93
27	2.53	2,695	72,765	4.03
28	2.54	2,555	71,540	3.58
29	2.62	2,977	86,333	3.40
30	2.54	3,375	101,250	3.47
31- 40	2.51	15,050	521,323	2.85
41- 50	2.35	8,058	365,815	2.75
51- 60	2.29	7,557	421,419	2.21
61- 70	2.31	8,378	542,517	1.64
71- 80	2.33	5,103	383,272	2.02
81- 90	2.26	3,791	323,675	2.06
91-100	2.09	3,138	298,801	1.89
101-125	2.06	6,831	779,183	1.75
126-150	2.06	5,913	808,148	1.71
151-175	2.00	4,212	684,484	1.73
176-365	1.96	7,574	1,635,650	1.35
Totals	2.99	5,384,952	25,136,141	4.32
Av. Length of Stay			Per person 4.67 days	

Table 2. - Number of Foreign Automobiles of the Tourist Class Leaving Canada during the Four Months  
June to September 1949, Grouped by Ports of Entry with Corresponding Ports of Exit,  
by Selected Lengths of Stay in Canada

Ports of Entry	Ports of Exit	Number of Permits by Length of Stay			
		1 Day	2 Days	3 Days & Over	Total
Section 1. - Traffic Within Ontario (a) St. Lawrence River Ports	Cobourg	4	10	52	66
	Fort Erie and Niagara Falls	733	2,625	7,714	11,072
	Lake Erie Ports	-	-	8	8
	St. Clair and Detroit River Ports	282	1,612	1,994	3,888
	Sault Ste. Marie	12	177	460	649
	Total of above	1,031	4,424	10,228	15,683
	St. Lawrence River Ports	13,876	7,192	38,677	59,745
	All Ports in the Province of Quebec	758	3,249	10,900	14,907
	All Ports in Canada	15,668	14,904	60,887	91,459
(b) Cobourg	St. Lawrence River Ports	10	10	59	79
	Fort Erie and Niagara Falls	-	2	124	126
	Lake Erie Ports	-	-	-	-
	St. Clair and Detroit River Ports	-	-	11	11
	Sault Ste. Marie	-	-	1	1
	Total of above	10	12	195	217
	Cobourg	-	4	40	44
	All Ports in Canada	11	16	256	283
(c) Fort Erie and Niagara Falls	St. Lawrence River Ports	816	6,076	14,191	21,083
	Cobourg	10	53	169	232
	Lake Erie Ports	5	45	76	126
	St. Clair and Detroit River Ports	51,837	37,594	12,643	102,074
	Sault Ste. Marie	15	410	2,370	2,795
	Total of above	52,683	44,178	29,449	126,310
	Fort Erie and Niagara Falls	83,271	39,983	108,671	231,925
	All Ports in Canada	136,078	84,914	156,694	377,686
(d) Lake Erie Ports	St. Lawrence River Ports	-	1	12	13
	Cobourg	-	-	-	-
	Fort Erie and Niagara Falls	1	47	119	167
	St. Clair and Detroit River Ports	70	32	111	213
	Sault Ste. Marie	-	-	13	13
	Total of above	71	80	255	406

Ports of Entry	Ports of Exit	Number of Permits by Length of Stay			
		1 Day	2 Days	3 Days & Over	Total
(d) Lake Erie Ports - Concl'd.	Lake Erie Ports	9	49	414	472
	All Ports in Canada	80	130	683	893
(e) St. Clair and Detroit River Ports	St. Lawrence River Ports	364	1,474	3,104	4,942
	Cobourg	1	7	22	30
	Fort Erie and Niagara Falls	47,765	41,976	19,389	109,130
	Lake Erie Ports	37	31	64	132
	Sault Ste. Marie	15	191	4,159	4,365
	Total of above	48,182	43,679	26,738	118,599
	St. Clair and Detroit River Ports	71,098	22,861	64,890	158,849
	All Ports in Canada	119,280	66,830	103,258	289,378
(f) Sault Ste. Marie	St. Lawrence River Ports	5	159	535	699
	Cobourg	-	1	-	1
	Fort Erie and Niagara Falls	55	593	3,034	3,682
	Lake Erie Ports	-	-	1	1
	St. Clair and Detroit River Ports	44	227	3,397	3,668
	Total of above	104	980	6,967	8,051
	Sault Ste. Marie	3,240	1,757	11,809	16,806
	All Ports in Canada	3,346	2,919	20,635	26,900
Section II. Traffic from Ontario to Other Provinces					
St. Lawrence River Ports	All Ports in Quebec	758	3,249	10,900	14,907
All Ports in Ontario West of Kingston and East of Sault Ste. Marie (Incl. Sault Ste. Marie)	All Ports in Quebec	119	1,146	28,734	29,999
All Ports in Ontario	All Ports in Quebec	877	4,398	39,697	44,972
All Ports in Ontario	All Ports in Maritime Provinces	7	80	3,631	3,718
All Ports in Ontario	All Ports in Manitoba	83	1,043	4,411	5,237
All Ports in Ontario	All Ports in Maritimes, Quebec and Manitoba	967	5,521	47,439	53,927
All Ports in Ontario	All Ports in Ontario	279,659	172,522	325,339	777,520
All Ports in Ontario	All Ports in Canada	280,640	178,055	373,223	831,918

Ports of Entry	Ports of Exit	Number of Permits by Length of Stay			
		1 Day	2 Days	3 Days & Over	Total
<u>Section III. Traffic from the Maritime Provinces to Central Canada</u>					
All Ports in the Maritime Provinces	All Ports in Quebec	184	380	3,217	3,781
	All Ports in Ontario	-	54	2,079	2,133
	All Ports in Quebec and Ontario	184	434	5,296	5,914
	All Ports in the Maritime Provinces	28,370	8,880	37,074	74,324
	All Ports in Canada	28,554	9,314	42,382	80,250
<u>Section IV. Traffic from Quebec to Other Provinces</u>					
All Ports in Quebec	All Ports in Ontario on the St. Lawrence River	895	2,997	8,491	12,383
	All Ports in Ontario West of Kingston and East of Sault Ste. Marie (Incl. Sault Ste. Marie)	150	960	16,475	17,585
	All Ports in Ontario	1,045	3,957	25,013	30,015
	All Ports in the Maritime Provinces	189	263	5,409	5,861
	All Ports in Ontario and the Maritime Provinces	1,234	4,220	30,422	35,876
All Ports in Quebec	All Ports in Quebec	57,036	37,522	93,245	187,803
	All Ports in Canada	58,271	41,745	123,719	223,735
<u>Section V. Traffic from Manitoba To Ontario</u>					
All Ports in Manitoba	All Ports in Ontario	34	633	4,045	4,712
	All Ports in Manitoba	4,218	3,532	9,141	16,891
	All Ports in Canada	4,295	4,205	14,119	22,619
<u>Section VI. Traffic Between the Prairie Provinces</u>					
All Ports in Manitoba	All Ports in Saskatchewan	43	39	505	587
	All Ports in Alberta	-	1	223	224
	All Ports in Saskatchewan and Alberta	43	40	728	811

Ports of Entry	Ports of Exit	Number of Permits by Length of Stay			
		1 Day	2 Days	3 Days & Over	Total
All Ports in Saskatchewan	All Ports in Manitoba	27	35	421	483
	All Ports in Alberta	3	11	472	486
	All Ports in Manitoba and Alberta	30	46	893	969
	All Ports in Saskatchewan	1,130	1,527	6,312	8,969
	All Ports in Canada	1,162	1,581	7,671	10,414
All Ports in Alberta	All Ports in Manitoba	1	1	113	120
	All Ports in Saskatchewan	2	36	324	362
	All Ports in Manitoba and Saskatchewan	3	37	442	482
	All Ports in Alberta	4,696	2,508	10,223	17,427
	All Ports in Canada	4,770	3,055	20,242	28,067
Section VII. Traffic Between the					
<u>Prairie Provinces and British</u>					
<u>Columbia</u>					
All Ports in the Prairie Provinces	All Ports in British Columbia	72	508	9,956	10,536
	All Ports in the Prairie Provinces	10,120	7,690	27,739	45,549
	All Ports in Canada	10,227	8,841	42,032	61,100
All Ports in British Columbia	All Ports in the Prairie Provinces	59	348	8,049	8,456
	All Ports in British Columbia	28,946	27,881	66,998	122,825
	All Ports in Canada	29,008	28,231	74,346	131,585

Table 3. - Number of Foreign Automobiles Entering Canada on Traveller's Vehicle Permits which Returned to the United States in the Years 1945 - 1949,  
Classified by U.S. Federal States of Registration

STATE OF ORIGIN	1945	1946	1947	1948	1949
<u>NORTH EASTERN</u>					
Connecticut	11,868	29,011	32,048	33,391	32,663
Maine	38,938	60,647	67,726	79,592	102,095
Massachusetts	30,447	73,927	86,782	85,975	86,300
New Hampshire	9,645	17,483	17,787	20,595	22,268
New Jersey	8,714	31,312	40,461	42,568	46,043
New York	232,528	335,204	368,784	428,902	443,239
Pennsylvania	32,657	74,417	98,294	102,245	101,788
Rhode Island	5,061	11,751	12,924	12,855	12,735
Vermont	45,897	68,183	55,877	80,226	86,785
	415,755	701,935	780,683	886,349	933,916
% of Total	48.7	47.9	47.5	48.9	47.7
<u>GREAT LAKES</u>					
Illinois	9,814	38,541	51,196	55,600	62,170
Indiana	5,245	17,583	20,983	24,662	27,281
Michigan	226,593	287,273	291,302	339,093	364,458
Ohio	46,980	103,185	144,161	130,994	130,827
Wisconsin	3,521	14,185	18,849	21,645	24,608
	292,153	460,767	526,491	571,994	609,344
% of Total	34.2	31.5	32.0	31.6	31.2
<u>NORTH WESTERN</u>					
Minnesota	8,408	23,555	26,286	29,590	35,196
Montana	3,706	8,254	8,417	10,511	12,948
North Dakota	7,412	12,869	10,490	13,196	19,809
	19,526	44,678	45,193	53,297	67,953
% of Total	2.3	3.1	2.7	2.9	3.5
<u>WEST COAST</u>					
California	10,648	47,046	60,063	51,578	54,644
Oregon	6,414	15,031	18,462	17,883	19,525
Washington	87,059	121,771	130,142	126,514	143,466
	104,121	183,848	208,667	195,975	217,635
% of Total	12.2	12.5	12.7	10.8	11.1
<u>OTHER</u>					
	21,951	73,307	83,602	104,349	127,600
% of Total	2.6	5.0	5.1	5.8	6.5
TOTAL	853,506	1,464,535	1,644,636	1,811,964	1,956,448

Table 4. - Average Expenditure Per Car Reported, and Total Expenditures in Canada of Non-Resident Permit-Holding Motorists, Classified by U.S. Federal States of Registration, 1949

STATE OF ORIGIN	Average Expenditure per car	Number of cars	Total Expenditures
<u>NORTH EASTERN</u>			
Connecticut	78.53	32,663	2,565,025
Maine	31.45	102,095	3,210,888
Massachusetts	85.34	86,300	7,364,842
New Hampshire	52.70	22,268	1,173,524
New Jersey	87.22	46,043	4,015,870
New York	55.95	443,239	24,799,222
Pennsylvania	79.83	101,788	8,125,736
Rhode Island	79.90	12,735	1,017,527
Vermont	17.96	86,785	1,558,659
		933,916	52,657,769
% of Total	-	47.7	43.3
<u>GREAT LAKES</u>			
Illinois	89.74	62,170	5,579,136
Indiana	74.43	27,291	2,030,525
Michigan	45.57	364,458	16,608,351
Ohio	87.99	130,827	11,511,468
Wisconsin	80.50	24,608	1,980,944
		609,344	37,710,424
% of Total	-	31.2	31.0
<u>NORTH WESTERN</u>			
Minnesota	70.30	35,196	2,474,279
Montana	75.93	12,948	983,142
North Dakota	58.86	19,809	1,165,958
		67,953	4,623,379
% of Total	-	3.5	3.8
<u>WEST COAST</u>			
California	106.08	54,644	5,796,636
Oregon	92.05	19,525	1,797,276
Washington	49.55	143,466	7,108,740
		217,635	14,702,652
% of Total	-	11.1	12.1
<u>OTHER</u>			
	93.64	127,600	11,948,505
% of Total	-	6.5	9.8

TABLE 5. NUMBER OF FOREIGN AUTOMOBILES WHICH ENTERED CANADA ON CUSTOMS PERMITS THROUGH PROVINCES INDICATED, AND WHICH RETURNED TO THE COUNTRY OF ORIGIN IN THE YEAR 1949, CLASSIFIED BY UNITED STATES

FEDERAL STATES OR COUNTRIES OF REGISTRATION

STATE OF ORIGIN	P.E.I. <sup>(1)</sup>	N.S. <sup>(1)</sup>	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.&Y.T.	Total
Alabama.....	-	1	32	148	1,129	28	12	54	63	1,467
Arizona.....	-	-	26	109	769	34	25	212	530	1,705
Arkansas.....	-	-	17	57	828	55	7	83	114	1,161
California.....	-	8	406	1,796	12,745	857	625	4,439	33,768	54,644
Colorado.....	-	-	25	160	1,306	113	100	661	1,110	3,475
Connecticut.....	-	136	3,946	17,304	10,782	38	15	109	333	32,663
Delaware.....	-	6	119	576	1,213	4	1	22	48	1,989
Dist. of Columbia.	-	26	290	1,362	2,812	27	13	64	84	4,678
Florida.....	-	11	593	2,036	6,788	90	39	216	409	10,182
Georgia.....	-	3	62	409	1,742	33	10	62	156	2,477
Idaho.....	-	-	20	37	488	42	64	830	3,589	5,070
Illinois.....	-	23	511	2,757	53,098	1,768	378	2,100	1,535	62,170
Indiana.....	-	11	242	1,022	24,703	328	96	438	441	27,281
Iowa.....	-	-	73	378	11,738	1,178	478	704	663	15,212
Kansas.....	-	-	54	241	2,841	548	192	520	695	5,091
Kentucky.....	-	2	69	209	4,413	36	16	67	103	4,915
Louisiana.....	-	2	58	309	1,287	68	19	148	210	2,101
Maine.....	-	5	82,844	16,746	2,373	13	8	35	71	102,095
Maryland.....	-	35	548	2,486	6,690	41	13	106	175	10,094
Massachusetts.....	2	561	19,708	45,558	19,822	66	20	229	334	86,300
Michigan.....	-	20	726	2,668	357,745	903	305	948	1,143	364,458
Minnesota.....	-	1	79	559	23,232	7,981	1,074	1,359	911	35,196
Mississippi.....	-	-	19	85	436	21	6	39	44	650
Missouri.....	-	8	117	576	7,961	449	104	535	630	10,380
Montana.....	-	-	13	141	608	203	2,508	8,023	1,452	12,948
Nebraska.....	-	1	42	211	2,412	538	235	471	575	4,485
Nevada.....	-	-	9	31	305	17	19	106	324	811
New Hampshire.....	-	19	1,854	18,245	2,080	10	6	28	26	22,268
New Jersey.....	-	180	3,015	17,821	24,211	75	26	311	404	46,043
New Mexico.....	-	-	11	71	386	18	23	167	223	899
New York.....	-	516	6,644	102,309	331,644	211	92	820	1,003	443,239
North Carolina.....	-	7	118	631	2,277	29	11	65	90	3,228
North Dakota.....	-	1	9	192	1,362	11,692	5,812	405	336	19,809
Ohio.....	-	30	874	4,171	123,768	316	113	764	791	130,827
Oklahoma.....	-	-	28	165	1,844	248	115	454	469	3,323
Oregon.....	-	8	50	143	1,114	115	170	855	17,070	19,525
Pennsylvania.....	-	147	2,171	12,077	86,142	127	50	491	583	101,788
Rhode Island.....	-	40	1,422	8,153	3,019	12	4	29	56	12,735
South Carolina.....	-	5	66	272	903	12	11	23	34	1,326
South Dakota.....	-	-	11	51	1,419	775	392	293	349	3,290
Tennessee.....	-	5	48	329	3,014	28	7	76	153	3,660
Texas.....	-	6	106	638	4,384	356	141	1,157	1,469	8,257
Utah.....	-	-	2	57	585	25	17	1,036	1,163	2,885
Vermont.....	-	3	459	84,027	2,193	6	5	24	68	86,785
Virginia.....	-	21	364	1,721	5,621	49	10	111	216	8,113
Washington.....	-	2	78	320	2,013	220	381	2,028	138,424	143,466
West Virginia.....	-	3	54	216	4,754	11	5	25	66	5,134
Wisconsin.....	-	4	125	653	20,924	1,034	319	803	746	24,608
Wyoming.....	-	-	8	26	329	49	55	708	367	1,542
U.S. Government...	-	2	8	6	16	10	-	7	17	66
Total U.S. by States	2	1,859	128,173	350,265	1,184,268	30,907	14,147	33,260	213,633	1,956,514
Other Countries (2)	-	26	34	178	344	32	8	540	1,625	2,787
Grand Total	2	1,885	128,207	350,443	1,184,612	30,939	14,155	33,800	215,258	1,959,301

(1) As Nova Scotia and Prince Edward Island have no ports of entry adjacent to the United States boundary, cars proceeding to these provinces (with the exception of those travelling direct from the United States by water) enter through ports in other provinces and are recorded in the latter.

(2) Other countries comprise: Alaska 2,001, Aruba 1, Australia 1, Bahamas 18, Belgium 1, Belgium Congo 1, Bermuda 1, Bolivia 1, Brazil 3, Colombia 2, Costa Rica 2, Cuba 83, Dutch East Indies 1, England 5, France 4, Gambia 1, Germany 3, Guam 4, Guatemala 1, Haiti 1, Hawaiian Islands 263, Hong Kong 2, Holland 2, Ireland 1, Italy 3, Jamaica 1, Japan 4, Java 1, Mexico 91, Netherlands West Indies 1, Newfoundland 21, New Zealand 1, Panama ( Canal Zone 142, Peru 1, Philippine Islands 6, Puerto Rico 10, Scotland 1, South America 1, Switzerland 3, Venezuela 3, Wales 1, West Indies 2.

(3) Due to minor revisions data for the Calendar year do not in all cases equal the sum of monthly data previously published.

Table 6. - Number of One and Two-Day Cars (Tourist Class) Travelling Intransit  
Between Selected Ports of Entry and Exit, 1949

Ports of Entry and Exit	One-day Cars	Two-day Cars	Total
<b>QUEBEC</b>			
Glen Sutton - Highwater .....	7,702	(1)	7,702
Highwater - Glen Sutton .....	7,480	(1)	7,480
Total .....	15,182		15,182
<b>ONTARIO</b>			
Fort Erie - Niagara Falls .....	37,654	(1)	37,654
Niagara Falls - Fort Erie .....	20,597	(1)	20,597
Total .....	58,251		58,251
Fort Erie - Windsor .....	35,523	14,406	49,929
Windsor - Fort Erie .....	32,079	15,375	47,454
Total .....	67,602	29,781	97,383
Fort Erie - Sarnia .....	8,760	4,002	12,762
Sarnia - Fort Erie .....	9,329	4,077	13,406
Total .....	18,089	8,079	26,168
Niagara Falls - Windsor .....	21,082	20,300	41,382
Windsor - Niagara Falls .....	18,558	23,926	42,484
Total .....	39,640	44,226	83,866
Niagara Falls - Sarnia.....	16,115	11,642	27,757
Sarnia - Niagara Falls .....	17,400	13,897	31,297
Total .....	33,515	25,539	59,054
Windsor - Sarnia .....	3,635	(1)	3,635
Sarnia - Windsor .....	5,613	(1)	5,613
Total .....	9,248		9,248
<b>BRITISH COLUMBIA</b>			
Pacific Highway - Boundary Bay .....	138	(1)	138
Boundary Bay - Pacific Highway .....	154	(1)	154
Total .....	292		292
Carson - Cascade City.....	1,090	(1)	1,090
Cascade City - Carson.....	1,043	(1)	1,043
Total .....	2,133		2,133
<b>TOTAL (All ports ) .....</b>	<b>243,952</b>	<b>107,625</b>	<b>351,577</b>
Per cent of total one-day and two-day traffic entering through all ports in Canada .....	36	27	33

(1) Cannot be considered as intransit.

Table 7. - Expenditures of Foreign Travellers in Canada, 1945 - 1949

(\$ Millions)

1. <u>Travellers from the United States</u>	<u>1945</u>	<u>1946</u>	<u>1947</u>	<u>1948</u>	<u>1949(2)</u>
Means of Travel:					
Automobile .....	56.9	98.0	118.4	139.4	144.9
Rail .....	64.3	61.4	56.6	55.9	52.8
Boat .....	13.0	17.3	22.1	16.0	15.3
Bus (Exclusive of local bus) .....	12.9	15.8	16.7	20.8	24.4
Airplane .....	5.6	10.3	13.1	12.1	17.6
Other (pedestrians, local bus, etc.)	10.6	13.3	14.2	23.2	13.5
TOTAL, U.S.A. ....	163.3	216.1	241.1	267.4	268.5
2. <u>Travellers from Overseas Countries(1) .....</u>	3.0	6.4	10.0	13.0	18.0
TOTAL, All Countries .....	166.3	222.5	251.1	280.4	286.5

Table 8. - Expenditures of Canadian Travellers in Foreign Countries, 1945-1949

(\$ Millions)

1. <u>Travellers to the United States</u>	<u>1945</u>	<u>1946</u>	<u>1947</u>	<u>1948</u>	<u>1949</u>
Means of Travel:					
Automobile .....	7.5	21.7	32.6	25.1	52.9
Train .....	39.4	49.6	52.2	35.9	46.1
Boat .....	1.8	3.2	4.1	3.1	3.9
Bus (Exclusive of local bus) .....	17.0	28.5	34.6	25.5	33.1
Airplane .....	4.1	8.8	9.0	7.3	9.7
Other (pedestrians, local bus, etc.)	11.0	18.1	19.8	16.3	18.5
TOTAL, U.S.A. ....	80.9	129.9	152.3	113.2	164.2
2. <u>Travellers to Overseas Countries(1) .....</u>	2.0	6.0	15.0	21.0	28.0
TOTAL, All Countries .....	82.9	135.9	167.3	134.2	192.2

(1) Prior to union with Canada in 1949 Newfoundland was classed as an overseas country.

(2) Subject to revision.

Table 9. - Non-Resident Permit-Holding Automobile Traffic in Canada,  
Minimum Inter-Provincial Travel, June - September, 1947 - 1949

<u>Province of Entry</u>	<u>American Cars Leaving Canada by a Province Other than that of Entry</u>			<u>Percentage of All Cars Entering Provinces</u>		
	<u>1947</u>	<u>1948</u>	<u>1949</u>	<u>1947</u>	<u>1948</u>	<u>1949</u>
Maritimes	4,818	4,812	5,926	7.9	7.3	7.4
Quebec	30,889	31,329	35,932	15.2	14.3	16.1
Ontario	45,817	48,422	54,398	6.3	6.0	6.5
Manitoba	4,254	4,747	5,728	23.7	27.6	25.3
Saskatchewan	1,060	1,182	1,445	13.9	13.3	13.9
Alberta	8,974	9,266	10,640	44.4	40.5	37.9
British Columbia	8,126	6,629	8,760	6.5	6.0	6.7
<b>TOTAL</b>	<b>103,938</b>	<b>106,387</b>	<b>122,829</b>	<b>8.9</b>	<b>8.5</b>	<b>9.2</b>

Table 10. - Expenditures of United States Travellers in Canada by Length of Stay.

Revised Statement, 1948

<u>Mode of Travel</u>	<u>Number of Persons</u>	<u>% of Grand Total</u>	<u>Expenditures</u> \$	<u>% of Grand Total</u>
<u>A. Short Term Traffic</u>				
Automobile:				
Non-permit or local traffic .....	8,871,646	35.38	22,727,193	8.50
Repeat trips of permit- holders .....	3,109,339	12.40	-	-
Tourist Class, 1 Day ..	2,079,777	8.29	8,282,130	3.10
Tourist Class, 2 Days..	1,053,393	4.20	8,939,080	3.34
Commuters .....	1,990	0.01	362,481	0.14
Local permit-holders ..	9,145	0.04	432,199	0.16
Rail, intransit .....	721,400	2.88	-	-
Bus, intransit .....	110,068	0.44	275,170	0.10
Airplane, intransit .....	4,601	0.02	11,502	0.01
Other travellers .....	5,438,992	21.69	23,215,545	8.68
 TOTAL .....	 21,400,351	 85.35	 64,245,300	 24.03
<u>B. Long Term Traffic</u>				
Automobile:				
Tourist Class, more than two days .....	2,251,782	8.98	94,450,858	35.33
Summer Residents .....	19,250	0.08	4,205,928	1.57
Rail .....	589,207	2.35	55,909,988	20.91
Bus .....	369,437	1.47	20,510,980	7.67
Airplane .....	110,983	0.44	12,039,456	4.50
Boat .....	334,950	1.33	16,000,907	5.99
 TOTAL .....	 3,675,609	 14.65	 203,118,117	 75.97
 GRAND TOTAL .....	 25,075,960	 100.00	 267,363,417	 100.00

Table 11. - Balance of Payments on Travel Account Between Canada  
and All Other Countries, 1926 - 1949

(Net Credits + Net Credits -)  
(\$ Million)

Year	Account with United States			Account with Overseas Countries(1)			Account with All Countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1926 .....	140	70	+ 70	12	29	- 17	152	99	+ 53
1927 .....	148	72	+ 76	15	28	- 13	163	100	+ 63
1928 .....	163	72	+ 91	14	26	- 12	177	98	+ 79
1929 .....	184	81	+103	14	27	- 13	198	108	+ 90
1930 .....	167	67	+100	13	25	- 12	180	92	+ 88
1931 .....	141	52	+ 89	12	19	- 7	153	71	+ 82
1932 .....	103	30	+ 73	11	19	- 8	114	49	+ 65
1933 .....	81	30	+ 51	8	14	- 6	89	44	+ 45
1934 .....	96	36	+ 60	10	14	- 4	106	50	+ 56
1935 .....	107	48	+ 59	10	16	- 6	117	64	+ 53
1936 .....	129	54	+ 75	13	21	- 8	142	75	+ 67
1937 .....	149	65	+ 84	17	22	- 5	166	87	+ 79
1938 .....	134	66	+ 68	15	20	- 5	149	86	+ 63
1939 .....	137	67	+ 70	12	14	- 2	149	81	+ 68
1940 .....	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941 .....	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942 .....	79	24	+ 55	3	3	-	82	27	+ 55
1943 .....	87	34	+ 53	2	3	- 1	89	37	+ 52
1944 .....	117	57	+ 60	3	3	-	120	60	+ 60
1945 .....	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946 .....	216	130	+ 86	6	6	-	222	136	+ 86
1947 .....	241	152	+ 89	10	15	- 5	251	167	+ 84
1948 .....	267	113	+154	13	22	- 9	280	135	+145
1949(2)...	268	164	+104	18	28	- 10	286	192	+ 94

(1) Prior to union with Canada in 1949 Newfoundland was classed as an overseas country.  
(2) Subject to revision.

Table 12. - Number of Foreign Automobiles and Other Vehicles entering Canada,  
by Province of Entry, 1945 - 1949.

Non-Permit Class - Local Traffic(1)

Entering by Ports in -	1945	1946	1947	1948	1949
Maritime Provinces .....	587,207	752,411	806,821	845,782	961,707
Quebec .....	131,881	173,148	199,670	234,153	218,196
Ontario .....	2,068,158	2,624,849	2,967,148	3,420,637	3,357,224
Manitoba .....	39,815	53,310	55,360	57,007	57,520
Saskatchewan .....	17,334	20,221	19,205	21,364	21,217
Alberta .....	6,840	12,243	18,024	19,143	17,674
British Columbia .....	41,102	59,776	77,356	89,324	90,221
Yukon .....	-	-	16	11	552
CANADA .....	2,892,337	3,695,958	4,143,600	4,687,421	4,724,311

Traveller's Vehicle Permits(1)

Maritime Provinces .....	44,377	83,147	93,417	104,982	130,751
Quebec .....	138,215	277,641	300,914	335,236	362,425
Ontario .....	553,720	903,096	1,005,194	1,125,956	1,200,491
Manitoba .....	8,775	22,797	24,407	24,516	31,129
Saskatchewan .....	4,247	9,723	9,702	11,663	14,155
Alberta .....	3,045	16,522	23,476	27,662	34,637
British Columbia .....	107,506	178,595	205,216	191,572	214,805
Yukon .....	30	585	1,527	2,401	1,561
CANADA .....	859,915	1,492,106	1,663,853	1,823,988	1,989,954

Commercial Vehicles

Maritime Provinces .....	56,184	65,294	62,295	61,791	76,260
Quebec .....	18,584	21,631	25,339	27,403	36,750
Ontario .....	78,139	81,441	87,982	87,288	95,844
Manitoba .....	1,830	1,736	3,778	3,191	4,262
Saskatchewan .....	4,221	3,907	3,745	5,146	3,414
Alberta .....	1,808	3,237	4,401	2,746	3,155
British Columbia .....	5,298	5,836	6,175	7,989	8,538
Yukon .....	9	54	84	316	678
CANADA .....	166,073	183,136	193,799	195,870	228,901

(1) The expressions "Non-Permit Class " and "Traveller's Vehicle Permits" are defined on page 51.

Table 13. - Number of Foreign Automobiles and Other Vehicles Entering Canada,  
by Month of Entry, 1945 - 1949

Month	1945	1946	1947	1948	1949
<u>Non-Permit Class - Local Traffic (1)</u>					
January .....	102,149	162,652	189,790	225,540	244,609
February .....	102,384	157,998	167,863	224,075	239,202
March .....	156,313	213,741	210,224	258,309	253,881
April .....	199,681	241,622	241,501	310,508	315,660
May .....	256,493	295,963	330,240	423,911	406,528
June .....	297,595	394,558	431,926	479,661	501,106
July .....	391,913	524,577	590,979	666,898	695,554
August .....	386,608	492,504	643,812	641,671	626,231
September .....	344,843	376,832	425,942	502,099	456,460
October .....	271,092	325,014	368,243	368,271	388,556
November .....	193,760	270,330	292,881	299,995	302,135
December .....	189,506	240,167	250,199	286,483	294,389
TOTAL (2) .....	2,892,337	3,695,958	4,143,600	4,687,421	4,724,311
<u>Traveller's Vehicle Permits (1)</u>					
January .....	10,556	26,780	24,306	28,243	32,590
February .....	12,889	29,847	25,083	33,329	35,826
March .....	22,341	47,492	34,247	46,087	46,160
April .....	32,102	64,550	58,241	69,907	83,510
May .....	46,999	105,499	114,875	134,440	153,988
June .....	79,133	183,362	203,916	191,954	221,002
July .....	151,007	300,635	362,638	407,884	453,045
August .....	187,215	332,407	409,433	408,026	426,302
September .....	145,968	181,734	198,865	253,564	264,467
October .....	84,933	111,696	126,180	128,121	141,089
November .....	53,330	68,497	68,284	74,967	76,120
December .....	33,442	39,607	37,785	47,466	55,855
TOTAL (3) .....	859,915	1,492,106	1,663,853	1,823,988	1,989,954
<u>Commercial Vehicles</u>					
January .....	11,228	11,815	13,288	13,309	14,993
February .....	11,304	11,984	13,505	12,199	14,908
March .....	13,237	14,938	14,049	14,681	17,609
April .....	12,291	15,296	16,608	16,299	16,266
May .....	14,646	18,794	16,827	15,911	18,584
June .....	15,948	17,301	17,477	17,627	19,591
July .....	16,106	15,431	17,816	16,643	20,572
August .....	15,864	16,947	17,204	18,224	23,163
September .....	14,331	15,558	17,000	18,453	22,085
October .....	15,623	16,200	17,928	18,356	21,431
November .....	12,973	14,823	16,681	17,251	19,918
December .....	12,522	14,049	15,416	16,917	19,781
TOTAL .....	166,073	183,136	193,799	195,870	228,901

(1) "Non-Permit Class" and "Traveller's Vehicle Permits" are defined on page 51.

(2) Includes 4,662 motorcycles, 22,887 bicycles and 65,371 taxis in 1949.

(3) Includes 1,307 motorcycles, 3,294 bicycles and 1,816 other vehicles in 1949.

Table 14. - Number of Foreign Travellers entering Canada from the United States,  
by Province of Entry, 1945 - 1949.

(A) Rail (1)

Province of Entry	1945	1946	1947	1948	1949
Maritime Provinces .....	44,427	40,001	28,897	23,702	18,889
Quebec .....	229,153	239,263	244,961	223,040	198,552
Ontario .....	424,800	307,725	280,905	257,093	242,293
Manitoba .....	28,335	25,861	24,488	22,543	23,819
Saskatchewan .....	7,358	15,478	17,553	17,464	14,492
Alberta .....	788	603	1,220	1,288	1,594
British Columbia .....	60,987	56,616	49,519	44,077	51,670
CANADA .....	795,848	685,547	647,543	589,207	551,309

(B) Boat

Nova Scotia .....	1,142	1,540	17,806	15,034	14,094
New Brunswick .....	7,718	8,084	6,394	8,058	8,926
Quebec .....	3,261	3,183	5,122	1,670	1,646
Ontario .....	134,676	129,068	162,423	177,788	141,385
Manitoba .....	-	-	-	-	-
Saskatchewan .....	-	-	-	-	-
Alberta .....	-	-	-	-	-
British Columbia .....	176,949	197,433	142,161	132,388	134,188
Yukon .....	40	53	8	12	4
CANADA .....	323,786	339,361	333,914	334,950	300,243

(C) Bus (2)

Maritime Provinces .....	11,774	13,056	9,508	9,724	9,904
Quebec .....	14,968	25,357	32,855	36,663	35,450
Ontario .....	196,616	308,813	352,538	383,638	338,244
Manitoba .....	4,253	5,189	5,843	6,500	2,846
Saskatchewan .....	135	147	280	203	899
Alberta .....	2,177	2,164	2,345	5,422	2,617
British Columbia .....	31,740	49,760	38,698	37,355	39,197
Yukon .....	-	-	-	-	-
CANADA .....	261,663	404,486	442,067	479,505	429,157

(1) After deducting intransit passengers across southern Ontario.

(2) Exclusive of local bus traffic between border communities but including intransit traffic.

Table 14. - Number of Foreign Travellers Entering Canada from the United States,  
by Province of Entry, 1945 - 1949 - Concl'd.

(D) Airplane

Province of Entry	1945	1946	1947	1948	1949
Newfoundland .....	(1)	(1)	(1)	(1)	1,050
Prince Edward Island ...	-	-	-	-	6
Nova Scotia .....	-	412	659	501	609
New Brunswick .....	4,022	5,337	6,650	6,604	7,077
Quebec .....	28,717	40,637	29,744	28,202	33,522
Ontario .....	9,631	29,049	32,414	33,777	42,601
Manitoba .....	2,345	3,995	4,513	4,929	6,447
Saskatchewan .....	12	72	102	354	248
Alberta .....	2,151	2,852	7,144	11,610	9,815
British Columbia .....	12,304	16,513	22,522	25,006	27,461
Yukon (2) .....	8,140	11,297	9,292	4,601	6,910
CANADA .....	67,322	110,164	113,040	115,584	135,746

(1) Comparable data not available.

(2) Yukon traffic is practically all intransit to and from Alaska.

Table 15. - Number of Foreign Travellers Entering Canada from the United States,  
by Month of Entry, 1945 - 1949

(A) Rail (Including intransit traffic)

Month	1945	1946	1947	1948	1949
January .....	143,179	137,635	111,361	105,026	95,561
February .....	128,076	114,027	102,914	95,299	71,482
March .....	135,606	119,918	91,862	87,856	68,837
April .....	138,198	120,892	99,691	92,044	78,448
May .....	151,722	105,442	108,274	92,227	89,093
June .....	196,227	154,231	156,852	125,299	117,313
July .....	238,153	195,061	173,104	171,478	151,982
August .....	208,004	201,720	181,083	148,687	128,503
September .....	156,223	145,981	136,283	114,091	105,642
October .....	154,240	114,912	102,856	93,810	96,132
November .....	148,907	107,051	94,345	86,541	77,557
December .....	166,533	133,550	120,859	98,249	100,402
TOTAL .....	1,965,068	1,650,420	1,479,484	1,310,607	1,180,952

(B) Boat

January .....	6,686	5,405	2,300	2,248	1,936
February .....	6,457	5,765	2,828	2,374	1,627
March .....	7,339	6,149	3,792	2,978	2,761
April .....	9,908	7,193	5,278	3,545	3,616
May .....	13,418	13,083	12,056	16,137	18,548
June .....	35,355	34,466	37,156	39,261	39,790
July .....	85,981	93,281	101,935	98,586	90,207
August .....	95,912	104,496	118,281	111,995	95,727
September .....	34,824	47,211	35,996	43,679	34,404
October .....	12,548	11,152	8,270	7,368	6,637
November .....	7,438	5,841	3,409	3,886	2,513
December .....	7,920	5,319	2,613	2,893	2,477
TOTAL .....	323,786	339,361	333,914	334,950	300,243

Table 15. - Number of Foreign Travellers Entering Canada From the United States,  
by Month of Entry, 1945 - 1949 - Concl'd.

(C) Bus (1) and (2)

Month	1945	1946	1947	1948	1949
January .....	7,733	11,351	13,005	14,111	12,558
February .....	8,508	12,383	11,973	14,222	13,908
March .....	9,892	14,259	11,317	14,454	13,691
April .....	11,065	16,327	19,504	17,035	17,837
May .....	15,218	27,791	28,726	33,719	31,793
June .....	25,016	41,215	48,710	51,105	54,012
July .....	53,855	85,302	98,342	105,381	95,325
August .....	56,723	88,394	104,362	106,398	82,308
September .....	28,696	41,721	44,491	57,492	50,377
October .....	19,948	29,919	27,826	26,851	25,548
November .....	12,350	19,565	16,973	19,638	16,522
December .....	12,059	16,259	16,838	19,099	15,278
TOTAL .....	261,663	404,486	442,067	479,505	429,157

(D) Airplane

January .....	2,809	5,571	4,462	4,690	5,814
February .....	3,124	6,147	5,095	5,296	6,032
March .....	3,984	6,323	3,595	6,172	7,748
April .....	3,390	6,673	7,716	7,501	8,985
May .....	4,588	8,692	10,477	9,851	12,866
June .....	6,323	10,523	11,906	13,179	16,092
July .....	8,079	13,622	14,315	14,494	18,267
August .....	8,885	15,874	16,638	15,539	17,297
September .....	7,131	12,363	12,803	13,844	15,132
October .....	6,171	9,634	10,067	10,145	11,016
November .....	5,202	7,610	6,407	7,491	8,220
December .....	7,036	7,132	6,059	7,382	8,277
TOTAL .....	67,322	110,164	113,040	115,584	135,746

(1) Exclusive of local bus traffic between border communities.

(2) Includes a small percentage of intransit passengers across southern Ontario.

Table 16. - Number of Canadian Automobiles and Other Vehicles Travelling in the United States by Province of Re-Entry into Canada, 1945-1949

	1945	1946	1947	1948	1949
<u>Length of Stay - 24 hours or less</u>					
<u>Returning by Ports in:</u>					
Maritime Provinces .....	369,202	499,048	575,926	567,569	708,493
Quebec .....	141,947	198,296	241,669	235,403	255,647
Ontario .....	382,343	552,813	601,807	591,232	762,970
Manitoba .....	35,741	45,771	54,493	47,818	53,893
Saskatchewan .....	32,606	35,072	36,231	29,000	32,502
Alberta .....	10,008	17,208	19,226	21,319	25,854
British Columbia .....	99,955	202,486	271,816	249,254	278,749
Yukon .....	-	-	-	1	3
CANADA .....	1,071,802	1,550,694	1,801,168	1,741,596	2,118,111
<u>Length of Stay - Over 24 Hours</u>					
Maritime Provinces .....	3,692	6,140	10,243	11,253	17,684
Quebec .....	21,909	37,641	51,977	46,882	60,303
Ontario .....	28,195	66,272	71,999	66,502	120,814
Manitoba .....	3,283	11,614	17,729	14,739	20,821
Saskatchewan .....	2,826	7,271	9,782	11,279	15,197
Alberta .....	1,139	3,518	8,503	12,119	17,536
British Columbia .....	18,910	34,741	39,555	37,534	79,847
Yukon .....	-	-	-	7	4
CANADA .....	79,954	167,197	209,788	200,315	332,206
<u>Commercial Vehicles</u>					
Maritime Provinces .....	51,705	57,215	59,569	57,086	60,837
Quebec .....	22,139	26,552	28,026	29,005	32,548
Ontario .....	34,507	35,908	56,273	55,473	65,490
Manitoba .....	3,976	4,206	7,319	5,106	5,261
Saskatchewan .....	3,231	5,497	7,325	6,907	6,407
Alberta .....	5,002	6,402	6,994	5,604	5,229
British Columbia .....	12,442	13,890	15,942	18,580	17,643
Yukon .....	-	-	4	64	49
CANADA .....	133,002	149,670	181,452	177,824	193,464

Table 17. - Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-Entry into Canada, 1945-1949

Month	1945	1946	1947	1948	1949
<u>Length of Stay - 24 hours or less</u>					
January .....	44,184	78,383	96,935	83,263	116,110
February .....	39,569	72,338	93,195	82,722	109,327
March .....	62,954	101,534	121,419	108,764	130,750
April .....	67,080	109,738	139,094	120,027	160,391
May .....	85,282	146,250	165,239	153,570	197,556
June .....	92,216	149,138	174,863	160,091	198,556
July .....	118,667	170,774	212,141	194,261	248,819
August .....	131,529	175,613	219,559	203,857	230,555
September .....	124,660	154,289	174,749	177,600	198,195
October .....	113,714	146,566	176,099	173,654	203,816
November .....	96,663	128,540	136,791	148,253	163,838
December .....	95,284	117,531	91,084	135,534	160,198
TOTAL(1) .....	1,071,802	1,550,694	1,801,168	1,741,596	2,118,111

<u>Length of Stay - Over 24 hours</u>					
January .....	1,560	4,098	5,154	4,576	7,457
February .....	1,307	3,684	5,485	3,962	6,175
March .....	1,947	6,375	8,148	7,768	11,825
April .....	2,935	10,315	14,322	9,496	23,123
May .....	2,978	15,251	15,287	14,810	23,462
June .....	4,706	15,959	18,528	16,493	28,183
July .....	12,288	26,697	35,336	34,110	61,955
August .....	13,435	28,652	40,009	39,877	60,000
September .....	13,795	21,478	26,294	26,552	43,371
October .....	12,180	17,512	24,223	21,971	34,689
November .....	8,068	10,399	11,791	12,497	19,349
December .....	4,755	6,777	5,211	8,203	12,617
TOTAL(2) .....	79,954	167,197	209,788	200,315	332,206

<u>Commercial Vehicles</u>					
January .....	8,630	10,865	12,839	11,793	14,448
February .....	9,381	11,392	15,325	11,743	14,478
March .....	10,967	13,195	15,771	13,149	16,862
April .....	8,566	10,678	13,201	12,535	14,886
May .....	11,160	12,570	15,348	15,307	16,153
June .....	12,126	13,069	15,684	16,034	17,247
July .....	12,629	14,067	16,636	17,150	15,086
August .....	13,508	13,892	17,303	17,765	17,483
September .....	12,130	13,239	16,490	16,383	16,069
October .....	12,904	12,718	17,297	16,125	17,746
November .....	10,453	12,398	13,769	15,659	16,802
December .....	10,548	11,587	11,789	14,181	16,204
TOTAL .....	133,002	149,670	181,452	177,824	193,464

(1) Includes 10,247 motorcycles, 29,213 bicycles and 90,542 taxis in 1949.

(2) Includes 1,056 motorcycles, 163 bicycles and 1,014 taxis in 1949.

Table 18. - Number of Canadians Returning From the United States  
by Province of Re-Entry Into Canada, 1945 - 1949

(A) Rail

Province of Re-entry	1945	1946	1947	1948	1949
New Brunswick .....	27,080	24,991	22,651	19,813	18,185
Quebec .....	175,201	187,393	203,691	165,160	175,446
Ontario .....	309,684	319,354	282,413	234,187	260,586
Manitoba .....	23,289	24,071	25,950	21,020	27,831
Saskatchewan .....	7,429	8,152	8,949	7,880	7,817
Alberta .....	589	616	1,002	879	977
British Columbia .....	38,363	40,146	41,021	28,434	41,272
Yukon .....	-	-	-	-	-
CANADA .....	581,635	604,723	585,677	477,373	532,114

(B) Boat

Newfoundland .....	(1)	(1)	(1)	(1)	2
Nova Scotia .....	74	86	3,031	1,654	1,848
New Brunswick .....	25,643	22,666	25,345	30,815	37,214
Quebec .....	4,700	1,880	4,481	4,418	1,086
Ontario .....	39,278	34,329	41,861	40,903	40,790
Manitoba .....	-	-	-	-	-
Saskatchewan .....	-	-	-	-	-
Alberta .....	-	-	-	-	-
British Columbia .....	27,562	41,848	26,140	20,462	26,741
Yukon .....	26	26	3	14	-
CANADA .....	97,283	100,835	100,861	98,266	107,681

(C) Bus (2)

New Brunswick .....	8,347	12,271	11,225	9,331	12,960
Quebec .....	16,305	31,635	37,591	39,208	59,560
Ontario .....	229,915	317,419	353,504	294,790	380,175
Manitoba .....	9,609	14,268	15,433	18,806	10,029
Saskatchewan .....	534	618	828	707	1,123
Alberta .....	2,319	2,779	2,982	3,126	3,985
British Columbia .....	35,041	63,396	81,853	77,071	95,460
Yukon .....	-	-	-	-	-
CANADA .....	302,070	442,386	503,416	443,039	563,292

(1) Comparable data not available.

(2) Exclusive of local bus traffic between border communities.

Table 18. - Number of Canadians Returning From the United States  
by Province of Re-Entry Into Canada, 1945-1949 Concl'd.

(D) Airplane

Province of Re-entry	1945	1946	1947	1948	1949
Newfoundland .....	(1)	(1)	(1)	(1)	645
Prince Edward Island .....	-	-	-	-	2
Nova Scotia .....	-	102	195	127	194
New Brunswick .....	1,075	1,594	2,487	2,586	3,122
Quebec .....	16,899	21,486	17,583	17,544	22,005
Ontario .....	11,504	27,853	27,174	33,874	43,917
Manitoba .....	1,359	2,879	2,924	2,738	3,588
Saskatchewan .....	-	25	19	66	75
Alberta .....	1,231	1,744	1,290	1,255	1,326
British Columbia .....	3,397	7,565	12,992	12,382	15,504
Yukon .....	124	360	365	312	341
CANADA (2) .....	35,589	63,608	65,029	70,884	90,719

(1) Comparable data not available.

(2) Includes a small percentage from overseas via U.S.

Table 19. - Number of Canadians Returning from the United States  
by Month of Re-entry into Canada, 1945-1949

(A) Rail (Gross Entries)

Month	1945	1946	1947	1948	1949
January .....	51,361	57,290	47,633	39,227	43,365
February .....	35,667	57,294	38,763	30,359	31,095
March .....	40,533	44,302	43,792	39,491	33,095
April .....	45,254	47,640	52,618	33,960	50,606
May .....	40,539	36,202	44,528	37,946	41,185
June .....	43,758	43,399	45,320	33,856	40,583
July .....	64,346	60,858	63,607	49,863	63,410
August .....	61,305	69,009	69,538	54,945	62,795
September .....	51,243	54,775	52,601	44,284	50,020
October .....	46,468	50,106	51,009	42,721	44,495
November .....	39,331	39,290	37,522	32,173	32,622
December .....	61,830	44,558	38,746	33,543	38,843
TOTAL .....	581,635	604,723	585,677	477,373	532,114

(B) Rail (Net Entries)

Month	1945	1946	1947	1948	1949
January .....	50,313	56,208	46,829	38,516	42,766
February .....	34,833	56,297	38,284	29,841	30,637
March .....	39,474	43,130	43,194	38,635	32,595
April .....	44,165	46,416	51,633	33,160	49,786
May .....	39,530	35,263	43,705	37,159	40,245
June .....	42,644	42,466	44,420	33,091	39,641
July .....	62,846	59,753	62,742	48,975	62,045
August .....	59,855	67,998	68,496	53,949	61,765
September .....	49,987	53,920	51,775	43,405	49,102
October .....	45,118	49,128	50,146	41,931	43,741
November .....	38,068	38,411	36,631	31,486	31,882
December .....	60,525	43,609	37,802	37,747	38,012
TOTAL .....	567,358	592,599	575,657	467,895	522,217

Table 19. - Number of Canadians Returning From the United States  
by Month of Re-Entry Into Canada, 1945-1949 - Concl'd.

(C) Boat

Month	1945	1946	1947	1948	1949
January .....	2,839	3,690	2,075	2,954	2,618
February .....	2,927	3,045	2,240	2,744	2,363
March .....	2,931	2,993	2,547	2,772	2,506
April .....	3,761	3,394	3,052	2,587	4,279
May .....	4,037	5,739	4,307	4,360	4,667
June .....	8,449	10,028	10,947	9,179	10,303
July .....	21,915	22,562	19,593	22,327	29,580
August .....	24,558	21,790	29,685	25,891	26,238
September .....	13,300	15,440	14,674	14,383	12,683
October .....	5,669	4,877	4,663	4,425	4,716
November .....	3,697	3,752	3,258	3,216	3,820
December .....	3,200	3,525	3,820	3,428	3,908
TOTAL .....	97,283	100,835	100,861	98,266	107,681

(D) Bus

January .....	15,272	23,847	26,133	23,317	26,148
February .....	12,695	22,519	24,490	21,979	25,669
March .....	15,443	28,178	31,286	26,937	33,073
April .....	16,775	29,412	34,474	26,701	43,659
May .....	18,169	33,309	39,607	36,052	50,449
June .....	23,520	37,185	48,578	40,931	53,924
July .....	41,218	57,078	68,477	57,405	78,718
August .....	47,674	68,094	77,156	69,423	78,543
September .....	37,856	48,381	51,246	51,990	60,331
October .....	28,223	36,373	47,134	38,777	47,587
November .....	21,951	30,285	32,926	25,931	33,236
December .....	23,274	27,725	21,909	23,596	31,955
TOTAL .....	302,070	442,386	503,416	443,039	563,292

(E) Airplane

January .....	2,208	4,721	3,803	3,791	5,318
February .....	1,988	3,659	4,052	3,708	5,163
March .....	2,529	4,740	5,684	5,454	7,332
April .....	2,898	5,426	6,861	6,051	9,152
May .....	2,679	5,329	5,904	6,472	8,732
June .....	2,893	4,821	5,287	6,741	8,605
July .....	2,640	5,157	5,412	7,203	8,030
August .....	2,797	6,333	6,369	6,304	8,178
September .....	3,474	7,114	6,587	7,356	9,547
October .....	4,048	6,597	6,741	7,415	8,931
November .....	3,928	5,232	4,639	5,357	6,529
December .....	3,507	4,479	3,690	5,032	5,202
TOTAL .....	35,589	63,608	65,029	70,384	90,719

(1) Exclusive of local bus traffic between border communities.

## Description of Methods

### I. CANADIAN TRAVEL IN THE UNITED STATES

#### A. Automobile Traffic

Customs officials stationed at each port of entry between Canada and the United States file with the Dominion Bureau of Statistics a copy of Form E 60 A for each Canadian automobile returning to Canada from the United States. Form E 60 A is a short questionnaire which requests the following information:

- (1) Number of persons in the automobile.
- (2) Length of stay in the United States.
- (3) Amount spent in the United States by all persons in the automobile.

An answer to question (3) is given voluntarily in nearly every case, and questions (1) and (2) are completed by the port officials. During periods of exceptionally heavy traffic at a few of the busier ports there are times when it is not possible to obtain answers to any of the questions. During such periods, however, a blank copy of the form stamped with the name of the port and the date of entry is filed for each returning automobile. In recent years more than 90 per cent of Forms E 60 A have been complete in all respects.

Forms E 60 A are used for two purposes: (1) The number of forms filed per month indicates the number of Canadian cars returning from the United States. Those forms which include an answer to the first question regarding number of persons in the car furnish a sample from which the total number of persons in all cars can be calculated each month.

Those forms which include an answer to the expenditure question furnish a sample of expenditures per car from which the total expenditures of all cars can be calculated each month. Separate records are maintained of the numbers of cars remaining out of Canada for (a) one day, (b) two days, and (c) three days and over, and appropriate sample expenditures are applied to each group.

#### B. Other Types of Traffic

Immigration officials stationed at each port of entry between Canada and the United States make a count of all residents of Canada returning from the United States each month, classifying them according to the following means of travel used in returning to Canada:

- (1) Train
- (2) Boat
- (3) Airplane
- (4) Through Bus
- (5) Other (including automobile, commercial vehicle, local bus, pedestrian etc.)

Average expenditure per person for each of the first four of these types of traffic are obtained on a sample basis by the use of a questionnaire post card distributed by Immigration officials at the ports. The residual traffic mentioned in the fifth classification above, after an appropriate deduction for automobiles, is given an estimated expenditure value based on observation of local characteristics at some of the more important ports where the amount of expenditures are of some significance.

## II. UNITED STATES TRAVEL IN CANADA

### A. Automobile Traffic

Statistical procedure respecting United States residents entering Canada by automobile has been patterned upon Customs procedure, in accordance with the methods used by the Canadian Customs in permitting entry of such vehicles into Canada.

All automobile traffic is classified in one or other of the following three groups:

- (1) Non-permit local traffic.
- (2) Holders of traveller's vehicle permits who do not come within the following special classes:
  - (a) Summer residents
  - (b) Commuters
  - (c) Local permit-holdersPermit-holders not coming within (a), (b), or (c) above comprise the "Tourist" class of permit-holders.
- (3) Holders of traveller's vehicle permits who come within one or other of the following special classes:
  - (a) Summer residents
  - (b) Commuters
  - (c) Local permit-holders.

The first of these groups, "Non-permit local traffic", consists of cars which are not required to apply for Customs permits. They are restricted to travel within the jurisdiction of the port of entry and may not remain within Canada more than 48 hours. Monthly records of volume and expenditures of this type of traffic are maintained by a procedure similar to that used in the case of Canadian automobiles visiting the United States and described above under IA. The questionnaire which is used in this case, referred to as Form

E 49, contains two questions only:

- (a) Number of persons in the automobile.
- (b) Amount spent in Canada by all persons in the automobile.

The American motoring public has responded generously to the use of this form and a satisfactory expenditure sample has been obtained, although the percentage of completed forms is not as high as in the case of Form E 60 A.

As the use of the Form E 49 is restricted to cars which remain in Canada less than 48 hours, the statistical procedure is somewhat simpler than it is in the case of Form E 60 A where length of stay has to be taken into consideration.

The second group referred to above consists of motorists who are required to apply for a traveller's vehicle permit. They are persons who wish to remain in Canada longer than 48 hours, or to travel beyond the jurisdiction of the port of entry. Permits are issued for specific periods up to a maximum of one year and give a complete record of the visit consisting of the following items:

- (a) Dates of entry and exit
- (b) Ports of entry and exit
- (c) State of registration of the vehicle.
- (d) Number of persons in the vehicle

In addition there is a voluntary expenditure questionnaire requesting the amount spent in Canada by all persons in the automobile, which is generally answered by more than three-quarters of the motorists to whom permits are issued.

The third group referred to above consists of permit-holders who are classed as summer residents, commuters or locals. These are: (1) Americans who have summer residences in Canada, or (2) Persons dwelling in the United States and working in Canada, or (3) residents of border communities, other than summer residents or commuters, who make frequent visits of short duration to Canada. In order to facilitate border crossings by these persons, most of whom are known personally to the border officials, they are issued traveler's vehicle permits good for periods of six months or more, one copy of which they are allowed to retain in their possession until expiry date. When these special types of permits are finally surrendered the permit-holders are requested to estimate their total expenditures in Canada for the whole period of validity of the permit. In order to have a complete record of all border crossings, however, a record is maintained (by the use of Form E 49) of all intermediate trips made by these special permit-holders, and, after the first one on which the permit is issued, the count of these crossings is included with non-permit local traffic. Thus these special travellers are presented in the volume of travel figures of both the main groups of automobile traffic, which are referred to in (1) and (3) above.

#### B. Other Types of Traffic

- (1) Train
- (2) Boat
- (3) Airplane
- (4) Through bus
- (5) Other (including automobile, commercial vehicle, local bus, pedestrian, etc.)

The volume of traffic for each of the classifications shown above is obtained monthly by Canadian immigration officials stationed at the border. In the case of train and through bus traffic, adjustments are made to the total count of passengers on account of intransit traffic moving across Southern Ontario.

Expenditure estimates for each of the first four of these types of traffic are obtained on a sample basis by the use of a questionnaire post card distributed by United States border officials to the travellers on their return to the United States. These cards are addressed to the United States Department of Commerce which calculates average expenditure rates, and the data are made available to the Dominion Bureau of Statistics. The residual traffic mentioned in the fifth classification is handled in the same manner as the residual Canadian traffic returning from visits to the United States. (See above under "1.P")

### III. OVERSEAS TRAVEL

Data on volume of traffic are obtained from two sources: (1) The Canadian Immigration Service furnishes the number of Canadians returning and the number of non-residents entering through Canadian ocean ports divided into immigrants and non-immigrants. (2) The United States Immigration and Naturalization Service

has kindly furnished the number of Canadians returning and the number of non-residents arriving at United States ocean ports with the intention of proceeding overland to Canada. Average expenditure per person is obtained by means of questionnaires.

The following notes define briefly the classifications used in the tables:

1. "Commercial Vehicles" are trucks used for commercial purposes.
2. Highway Traffic not classified as commercial vehicles consists of automobiles, taxis, motorcycles and bicycles.
3. Foreign Vehicles Inward
  - (a) Non-Permit Class consists of local vehicles which are not required to make out formal Customs permits. They are restricted to travel within the jurisdiction of the port and may not remain in Canada more than 48 hours.

Also included are the repeat trips of commuters and others who cross the border frequently on commuting permits. (See below).
  - (b) Traveller's Vehicle Permits are issued to all non-commercial vehicles which -
    1. Travel beyond the jurisdiction of the port of entry, or
    2. remain in Canada more than 48 hours, or
    3. leave the country by another port than the one by which they entered.

These permits are usually valid for periods of 60 days or 6 months, but more than 50 per cent of all permits issued each year are used for visits of less than 48 hours.

Also included in this class are commuting permits which entitle the holders to cross the border frequently during the tenure of their permits. Repeat trips after the first, however, are included in the non-permit class, as mentioned above.

4. Canadian Vehicles Inward

Canadian vehicles returning to Canada are classified by length-of stay depending upon whether they are abroad for more or less than 24 hours.
5. The expression "Maritime Provinces" refers to Prince Edward Island, Nova Scotia and New Brunswick.

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Publication is made possible through the co-operation of Customs and Immigration officials across Canada, the United States Department of Commerce, and the United States Immigration and Naturalization Service.

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(GOVERNMENT OF CANADA)

TRAVEL BETWEEN CANADA  
~~AND OTHER COUNTRIES~~ AND  
OTHER COUNTRIES  
1950





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# TRAVEL BETWEEN CANADA AND OTHER COUNTRIES, 1950

## Leading Developments in Travel between Canada and Other Countries

The greatest change occurring in international travel between Canada and other countries in 1950 was the sharp increase in the expenditures of Canadian travellers in the United States. These rose by 16.9% to an unprecedented high level of \$192.7 million. In contrast, the expenditures in Canada of travellers from the United States fell slightly to \$259.7 million. Consequently, there was a rapid contraction in the size of the credit balance which Canada has customarily had from travel with the United States. This dropped to \$67 million, the lowest point since the abnormal war years. There was a rise in both the volume and average expenditures of Canadian travel to the United States and this was partly due to the removal of restrictions on expenditures of U.S. currency for pleasure travel. The decline in the expenditures of United States travellers in Canada was the result of shorter visits, and declines in the volume of some types of traffic.

There were also adverse trends in expenditures arising from overseas travel, which reduced further the balance of receipts. While the expenditures of Canadians overseas continued to rise to a new high level of \$33 million, receipts from overseas travellers in Canada dropped to \$15 million. Consequently, the balance of receipts from travel between Canada and all countries was down to \$49 million in 1950 from \$92 million in 1949 and \$145 million in 1948. In the latter year Canadian expenditures in the United States particularly were abnormally low in relation to levels of income and trade because of the effects of restrictions introduced at the end of 1947 as part of the Emergency Exchange Conservation measures. As a result of these trends in 1950 the expenditures of Canadians travelling abroad amounted to an unprecedented high ratio of 82% of expenditures of all non-residents travelling in Canada. Thus for every dollar brought to Canada by foreign travellers eighty-two cents was taken out of the country by Canadians.

## United States Travel Expenditures in Canada by Types of Transportation

The drop in expenditures by United States travellers in 1950 was partly due to a decrease in volume of traffic. Total border crossings by residents of the United States reached a peak of 25.1 million in 1948. This was lowered to 24.3 million in 1949 and 23.5 million in 1950. The decline from the record number of entries in 1948 was due exclusively to non-automobile types of traffic, which dropped by 14 per cent in 1949 and 8 per cent in 1950. In con-

trast to this the number of border crossings by motorists showed a small increase in 1949, then declined in 1950 to a point somewhat higher than the 1948 level. Entries of motorists on customs permits increased in both years and were instrumental in raising total expenditures of motorists by \$5.9 million in 1949 and \$2.8 million in 1950. These gains, however, were more than offset in 1950 by losses in non-automobile types of traffic.

STATEMENT 1. Number and Expenditures of United States Travellers in Canada, 1948-1950

Type of Transportation	Number of Persons			Expenditures		
	1948	1949	1950	1948	1949	1950 <sup>1</sup>
	Thousands			\$ Millions		
Automobile:						
Non-permit or local traffic .....	8,872	8,749	8,843	22.7	18.7	20.1
Customs Permits .....	5,415	5,857	6,029	116.7	126.6	128.0
Repeat trips of permit holders.....	3,109	3,057	2,600	—	—	—
<b>Total .....</b>	<b>17,396</b>	<b>17,663</b>	<b>17,472</b>	<b>139.4</b>	<b>145.3</b>	<b>148.1</b>
Non-Automobile:						
Rail .....	1,311	1,181	1,093	55.9	52.8	43.5
Boat .....	335	300	212	16.0	13.8	13.7
Through bus.....	479	429	406	20.8	24.4	20.8
Plane .....	116	136	158	12.1	17.6	21.4
Other .....	5,439	4,560	4,176	23.2	13.2	12.2
<b>Total .....</b>	<b>7,680</b>	<b>6,606</b>	<b>6,045</b>	<b>128.0</b>	<b>121.8</b>	<b>111.6</b>
<b>Grand Total .....</b>	<b>25,076</b>	<b>24,269</b>	<b>23,517</b>	<b>267.4</b>	<b>267.1</b>	<b>259.7</b>

1. Subject to revision.

The largest decline in expenditures of non-automobile traffic in 1950 occurred in rail transportation with a drop of \$9.3 million. Shorter visits were reported by train passengers in 1950, the average length of stay being 7.3 days as against 8.8 in 1949—a decline of 17 per cent. The trend towards shorter visits was reflected in train traffic entering by way of each province. Daily expenditures per person, however, were somewhat higher in 1950 than in 1949. Transportation of non-residents by rail reached a peak in 1944 as a result of restrictions on the use of automobiles during the war. Since then it diminished year by year as travel by car recovered, the drop in annual expenditures by train passengers between 1944 and 1950 amounting to \$24 million.

The drop in expenditures of passengers traveling by long-distance bus amounted to 15 per cent of the 1949 figure, but was accompanied by a decrease in traffic, if intransits are excluded, of only

3 per cent. Most of the decline in expenditures was due to the combined effect of shorter visits and lighter spending per day.

There was a substantial drop of 29 per cent in the volume of boat traffic in 1950. Passengers, however, reported heavier spending per day and a slight increase in the duration of their visits, with the result that expenditures were practically unchanged from the year before.

The only type of non-automobile transportation to show an increase in 1950 was plane traffic, expenditures of which recorded a substantial gain of 22 per cent. Expenditures of passengers arriving by air ranked third after arrivals by car and train, exceeding expenditures of persons coming by boat or by long-distance bus. The growth in air traffic between Canada and the United States since the war has been outstanding, expenditures in 1950 at \$21.4 million being almost four times their size in 1945.

### STATEMENT 2. Expenditures in Canada of Travellers from the United States by Types of Transportation, 1946-1950

(\$ Million)

Type of Transportation	1946	1947	1948	1949	1950 <sup>1</sup>
Automobile.....	98.0	118.4	139.4	145.3	148.1
Rail.....	61.4	56.6	55.9	52.8	43.5
Boat.....	17.3	22.1	16.0	13.8	13.7
Bus (Exclusive of local bus).....	15.8	16.7	20.8	24.4	20.8
Airplane.....	10.3	13.1	12.1	17.6	21.4
Other (pedestrians, local bus, etc.).....	13.3	14.2	23.2	13.2	12.2
<b>Total .....</b>	<b>216.1</b>	<b>241.1</b>	<b>267.4</b>	<b>267.1</b>	<b>259.7</b>

1. Subject to revision.

Other types of travellers from the United States—those arriving on foot or by ferry, taxi,

motorcycle, bicycle or local bus—declined by 8 per cent both in volume and expenditures.

### Canada's Share of Expenditures on Travel by Residents of the United States

For twenty years or more United States travellers have spent more in Canada than in any other foreign country. In 1950 residents of the United States, according to the United States Department of Commerce, spent \$727 million (U.S.) on travel outside their own country.<sup>1</sup> Of this amount, 36 per cent went to Canada, 31 per cent to European and Mediterranean

countries, 20 per cent to Mexico, 8 per cent to Central America and the West Indies, and the remaining 5 per cent to other countries. Thus not only did Canada receive more than any other country, but her share was greater than the aggregate amount received by all countries in Europe and the Mediterranean area.

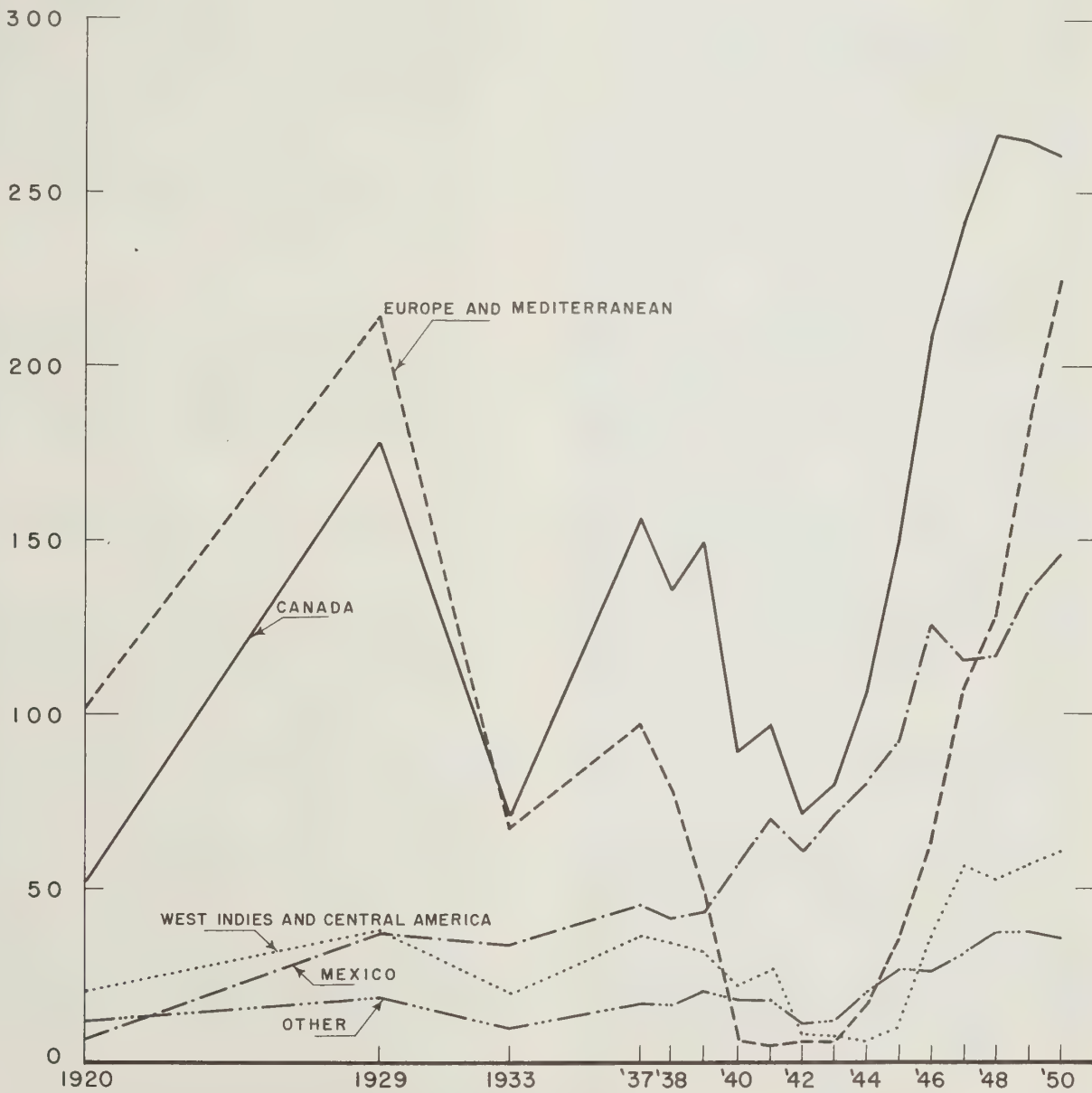
1. Exclusive of payments to overseas countries for transportation to and from the United States.

# TRAVEL EXPENDITURES IN FOREIGN COUNTRIES BY RESIDENTS OF THE UNITED STATES

SELECTED YEARS 1920-1937, CONSECUTIVE YEARS 1938-1950

( UNITED STATES DEPARTMENT OF COMMERCE )

MILLIONS OF  
U.S. DOLLARS



Note: Expenditures are exclusive of payments to overseas countries for transportation to and from the United States.  
Data for 1950 are subject to revision.

Canada's proximity to the large centres of population in the United States gives her an unique advantage over other countries in competing for United States travel dollars, but important though this may be it is only part of the story. The advantage of Canada's location remains constant from year to year but a glance at the chart on page 7 will show that this country has not always been out in front in the distribution of United States travel expenditures. In 1920 our share was 27 per cent of the total—only half the amount spent that year in Europe and the Mediterranean. Travel in 1920 differed in many respects from travel today. The automobile was just beginning to assume the dominant position which it now holds, the long distance bus was negligible and travel by air unknown. Rail and water were the normal methods of locomotion and judged by present day standards their use was restricted to a comparatively small number of more well to do persons. Travel for the masses was still a development of the future and paid vacations for factory workers were more talked of than practised. United States immigration policy also had a bearing on the matter. Thirty years ago a larger proportion of the population of the United States was European born or of European descent. Hence there was a greater number of persons with a powerful motive to visit their native lands than at present. In the early twenties France had a big drawing card in tours of the battlefields. War damage to accommodation although extensive in the north was not widespread throughout the country, and European accommodation for travellers in general was far superior to that of Canada. There were some good hotels in the larger Canadian cities and in a few resorts in 1920 but in most smaller centres conditions were still somewhat primitive.

During the decade from 1920 to 1929 Europe's lead over Canada became progressively smaller. In this period the automobile outstripped other methods of transportation and an intensive program of highway construction was initiated in Canada, particularly in Ontario. The automobile enabled the middle income brackets to do more travelling. To an American with an automobile who was anxious to see something outside his own country, Canada was the obvious choice. Accommodation for travellers—not always the best—grew up alongside the highways. A heavy increase followed in the number of Americans to visit Canada, accompanied by an increase in expenditures, which although substantial was not proportionate to the gain in the volume of traffic.

By 1929 Europe's lead over Canada in the race for United States travel dollars was reduced from 27 per cent of the total to 7 per cent. During the depression which followed there was a drastic reduction in United States travel both to European and Canadian destinations. The decline in travel to Europe, however, was greater than to Canada and in 1933 Canada received a share of the total slightly larger than that of Europe. From that time until the

present Canada's lead has never been disputed. In 1937, assisted by a co-ordinated program of travel promotion, her share was 45 per cent as against 28 for Europe. During the war travel to Canada was seriously reduced but travel across the Atlantic came to a virtual standstill. The postwar period brought recovery to American travel both to Canada and Europe. By 1948 expenditures in Canada were \$267 million, in Europe \$128 million. In 1949 and 1950 expenditures in Canada dropped slightly below the 1948 peak while those in Europe continued at an accelerated rate. As a result Canada's lead over Europe in 1950 was only \$36 million or 5 per cent of total expenditures.

American expenditures on travel in the West Indies and Central America, although on a much smaller scale than in Europe have followed a pattern which shows some similarity to expenditures in Europe. The West Indies received a temporary advantage in the early years of the war when access to Europe was cut off by submarines in the eastern Atlantic. This advantage ended in 1942 when submarine warfare was extended to both sides of the Atlantic. Travel to these countries made a rapid postwar recovery which levelled off in 1947 at 9 or 10 per cent of the total.

Mexico's popularity with tourists was enhanced in 1936 with the opening of the Pan-American highway to Mexico City. Border crossings had been heavy for many years but much of the traffic had been of a local character between towns located close to the border. In 1920 United States travel expenditures in Mexico were no more than \$6 million or 3 per cent of the total spent in all countries. In 1937 airline service to interior points was stepped up and Mexico's share of the total grew to 13 per cent.

Mexico's status as a non-belligerent during the war had important effects on her receipts from American travellers. She profited by diversion of traffic from Europe and the West Indies. She also received a certain amount of vacation travel which was discouraged from going to Canada and other countries then at war by passport regulations introduced in 1940 and by propaganda attributed to enemy sources. Another factor of importance was the location close to the border of large United States military camps, and the consequent travel to Mexico by military personnel on leave. As a result, Mexico's travel receipts moved upward throughout the war in spite of scarcity of gasoline and tires and other handicaps to motoring. With a slight interruption in 1947 and 1948 this upward trend continued in the postwar period as air travel increased, and by 1950 Mexico's share of United States travel expenditures amounted to 20 per cent. Mexico is a comparative newcomer in the large scale travel market and was fortunate during the war. This country appears to have no intention of reverting to its prewar position and has made immense strides in improving accommodation and other facilities for catering to travellers.

#### Receipts from United States Travellers in Canada Classified by Province of Entry

Lack of information on the movements of American travellers within Canada makes it impossible to allocate expenditures according to the provinces in

which they are made. It is possible to classify expenditures according to the provinces through which the travellers enter Canada, but such figures are

only generally indicative of provincial receipts from foreign travel, being subject to an unknown volume of interprovincial travel. A distribution of United

States travel expenditures in Canada by province of entry for the years 1946-1950 is given in Statement 3.

**STATEMENT 3. Distribution of United States Travel Expenditures in Canada  
by Province of Entry, 1946-1950**

Province of Entry	Percentage of Total				
	1946	1947	1948	1949	1950 <sup>2</sup>
Atlantic Provinces <sup>1</sup> .....	6.3	7.0	7.9	7.0	8.7
Quebec .....	21.0	18.6	18.0	18.8	19.8
Ontario .....	50.9	54.2	56.5	56.1	50.4
Manitoba .....	3.1	2.9	2.8	2.7	2.9
Saskatchewan.....	1.4	1.5	1.6	1.4	1.4
Alberta .....	1.3	1.9	2.4	2.6	3.3
British Columbia.....	16.0	13.9	10.8	11.4	13.5
<b>Total</b> .....	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

1. Entering mainly through ports in New Brunswick.
2. Subject to revision.

A comparison of data in Statement 3 for 1949 and 1950 shows that entries by way of Ontario accounted for a smaller proportion of the total in 1950. Largely as a result of the drop in Ontario, expenditures of persons entering via most of the other provinces accounted for increased shares of the total. The decrease in Ontario is principally due to lighter traffic by train, bus and boat, together with shorter visits and lower spending per day for each of these types of traffic.

Data in Statement 3 are influenced not only by differences in the volume of traffic entering by way of each province but also by the fact that expenditure rates per visit vary to a large extent between

provinces. As is shown in Statement 4 motorists of the tourist class entering Canada in 1950 by way of Alberta spent more than twice as much per visit as those entering by way of Ontario or Quebec. The proximity of Ontario and Quebec to large centres of population in the United States encourages more visits of short duration than are made in other provinces. Intransit traffic across southern Ontario is another factor tending to depress average expenditures in that province. Heavily weighted by the large volume of traffic in Ontario the average expenditure for the Dominion was only \$60 per car. According to Statement 4 expenditure rates for motorists in the tourist class advanced in 1950 in Manitoba, Saskatchewan and Alberta and declined in each of the other provinces.

**STATEMENT 4. Average Declared Expenditure per Car of Motorists of the Tourist Class<sup>1</sup>  
of Customs Permits, by Province of Exit, 1946-1950**

Province of Exit	1946	1947	1948	1949	1950 <sup>2</sup>
	\$	\$	\$	\$	\$
Atlantic Provinces.....	89.86	99.47	102.36	98.34	82.62
Quebec .....	62.55	65.88	66.35	66.52	62.52
Ontario .....	46.73	53.09	54.05	57.93	51.09
Manitoba.....	89.39	91.25	97.33	88.47	93.84
Saskatchewan .....	77.61	78.74	69.56	91.48	92.01
Alberta .....	123.71	126.32	133.60	134.44	143.57
British Columbia .....	84.96	85.30	100.83	84.35	80.38
<b>Total</b> .....	<b>55.77</b>	<b>61.66</b>	<b>63.34</b>	<b>66.53</b>	<b>60.29</b>

1. The "tourist class" consists of holders of customs permits other than "summer residents", "commuters" or "locals".
2. Subject to revision.

## Analysis of Tourist Class of United States Motorists According to Length of Stay in Canada

Motorists entering Canada on customs permits are the most important of all types of traffic to come into the country. In number they amount to only a quarter of our visitors from the United States but their expenditures are close to half of all travel expenditures in Canada originating in the United States. This type of traffic is subjected to a very

thorough analysis. By means of mechanical tabulation specific groups such as summer residents and commuters are segregated. The remainder is known as the "tourist class", an expression which is apt to be misleading as the class contains a high proportion of short term vehicles.<sup>1</sup>

## STATEMENT 5. Average Declared Expenditure per Car of Non-Resident Motorists Entering Canada on Customs Permits, by Class of Permit, 1946-1950

Class of Permit	1946	1947	1948	1949	1950 <sup>1</sup>
	\$	\$	\$	\$	\$
Tourist.....	55.77	61.66	63.34	66.53	60.29
Commuter.....	374.62	311.04	372.07	296.07	311.90
Summer Resident.....	502.64	415.28	440.99	384.42	299.11
Local .....	98.92	99.48	97.52	91.43	91.86

1. Subject to revision.

Expenditures of United States motorists in the "tourist class" have been subject to two divergent factors since 1947, one tending to raise the total and the other to lower it. The average expenditure

per car per day has increased steadily from \$11.11 in 1947 to \$12.50 in 1950, an increase of 13 per cent, while the average length of visit has dropped from 5.39 days in 1947 to 4.80 days in 1950, a decrease of 11 per cent.

## Tourist Class of United States Motorists—Average Expenditure per Car Per Day and Average Length of Visit 1947-1950

Year	Average Expenditure per Car per Day	Average Length of Visit in Days
1947	\$ 11.11	5.39
1948	\$ 11.44	5.28
1949	\$ 12.26	4.99
1950	\$ 12.50	4.80

From the point of view of expenditures the shorter visits have practically balanced the higher rate of spending. As a result total expenditures for this type of traffic have increased from year to year at about the same rate as the increase in the volume of traffic. When expenditures in 1950 are compared with those in 1948 and 1949 the largest change occurred in visits lasting for 24 hours or less. Average daily expenditures per car for these short visits dropped from \$12.71 in 1948 and \$12.40 in 1949 to \$8.97 in 1950. On the other hand expenditure rates for visits lasting from 4 days to 9 days showed substantial increases both in 1949 and 1950.

The average daily expenditure rate per car—amounting in 1950 to \$12.50—is an arithmetic mean compiled from all visits to Canada by this type of

traffic throughout the year. It is influenced on the one hand by short visits lasting only a day or two and on the other by long visits lasting for many months. It should be emphasized that this average expenditure rate cannot be applied to a typical party of American tourists spending a vacation of one or two weeks in Canada. Such parties, according to column 8 of Table 1, spend at a daily rate of \$19.43 per car for visits lasting 7 days, decreasing to \$14.42 for visits lasting 14 days. The average daily rate for visits of from 7 to 14 days is \$17.41. The average number of persons per car for visits of this duration according to Table 1A is 2.9, hence the average daily expenditure per person is \$6.00. Independent investigations indicate that from 20 to 30 per cent of these typical tourists stay in Canada with friends or relatives, thereby reducing the cost of their vacations. Another factor influencing the above average rate of spending per person is that it applies to children as well as to adults. If reasonable allowances are made for visits to friends and relatives and for lower expenditures by children, the approximate daily rate for adults staying in Canada from one to two weeks and receiving no food or accommodation gratis would appear to be between \$7.50 and \$8.00.

1. In recent years more than half the traffic constituting the tourist class remained in Canada for 48 hours or less.

## STATEMENT 6. Expenditures of United States Travellers in Canada by Length of Stay, 1950

Mode of Travel	Number of Persons	% of Grand Total	Expenditures <sup>1</sup>	% of Grand Total
		%	\$	%
<b>Short Term Traffic:</b>				
Automobile:				
Non-permit or local traffic.....	8,843,107	37.60	20,107,665	7.74
Repeat trips of permit-holders.....	2,599,449	11.05	—	—
Tourist Class, 1 day .....	2,283,504	9.71	6,458,324	2.49
Tourist Class, 2 days .....	1,239,289	5.27	9,597,936	3.70
Commuters .....	5,631	0.02	756,520	0.29
Local permit holders.....	11,357	0.05	481,867	0.18
Rail, intransit .....	635,020	2.70	—	—
Bus, intransit .....	83,428	0.36	208,570	0.08
Airplane, intransit.....	8,232	0.04	20,580	0.01
Other travellers .....	4,176,115	17.76	12,239,672	4.71
<b>Total.....</b>	<b>19,885,132</b>	<b>84.56</b>	<b>49,871,134</b>	<b>19.20</b>
<b>Long Term Traffic:</b>				
Automobile:				
Tourist Class, more than two days.....	2,454,966	10.44	106,283,068	40.93
Summer Residents .....	34,345	0.15	4,441,336	1.71
Rail .....	457,520	1.94	43,477,284	16.74
Bus .....	323,035	1.37	20,545,997	7.91
Airplane.....	150,190	0.64	21,339,895	8.22
Boat.....	211,523	0.90	13,723,400	5.29
<b>Total.....</b>	<b>3,631,579</b>	<b>15.44</b>	<b>209,810,980</b>	<b>80.80</b>
<b>Grand Total .....</b>	<b>23,516,711</b>	<b>100.00</b>	<b>259,682,114</b>	<b>100.00</b>

1. Subject to revision.

## Analysis of United States Motor Traffic to Canada by Ports of Entry and Exit

From 8 to 10 per cent of all American cars entering Canada on customs permits return to the United States via a province other than that of entry. Particulars of this interprovincial movement are shown in Tables 2 and 3. In Table 3 the number of permit-holding cars leaving Canada by a province other than that of entry is expressed as a percentage of the total number of cars for each province. The trend in 1950 was toward lower percentages in all provinces. These figures do not represent the total volume of non-resident traffic crossing provincial boundaries as they are exclusive of vehicles which leave by the province of entry after visiting another province or provinces.

More than 60 per cent of all permit-holding cars enter Canada through ports of entry in the Province of Ontario. The six routes within the province which are followed by the greatest number of American cars are outlined in Table 4. The table shows the number of cars of the tourist class following these routes during the period of four months from June through September for each of the years 1948, 1949, 1950. The statement also gives the volume of traffic over each route as a percentage of the total number of cars to enter the province through all ports of entry.

## Intransit American Motor Traffic in Ontario

American motorists travelling between Buffalo and Detroit can save at least a hundred miles by taking a short cut across southern Ontario, while for those going between Niagara Falls and Port Huron the Ontario route cuts their mileage in half. Hence it can be assumed that a significant number of American motorists entering Ontario each year are more concerned about a direct route between two points in the United States than in making a visit to Canada. Not enough information is available to make an exact division between intransit motorists and others, but an analysis of motor traffic proceed-

ing between St. Clair-Detroit River ports and Fort Erie-Niagara Falls in the summer months suggests that a high proportion of it is intransit. Table 2 shows that in the four months from June through September, 85 per cent of American motorists proceeding between these points made the trip in less than 48 hours and therefore can be considered for all practical purposes to be travelling intransit. This volume of intransit traffic is so large that it has an important effect in lowering the average duration of stay of all motorists who enter the province on customs permits.

**STATEMENT 7. Number of One and Two-Day Automobiles (Tourist Class) Travelling  
Intransit Between Selected Border Points in Ontario, 1946-1950**

Border Points	1946	1947	1948	1949	1950
Fort Erie — Windsor.....	67,686	74,301	87,041	97,383	115,297
Niagara Falls — Windsor.....	58,158	69,445	79,809	83,866	92,148
Fort Erie — Sarnia .....	16,524	14,700	22,397	26,168	31,384
Niagara Falls — Sarnia.....	34,630	43,469	53,680	59,054	61,019
<b>Total of Above .....</b>	<b>176,998</b>	<b>201,915</b>	<b>242,927</b>	<b>266,471</b>	<b>299,848</b>
<b>Total Number of Cars entering Ontario (Tourist Class) irrespective of length of visit.....</b>	<b>863,491</b>	<b>968,448</b>	<b>1,093,528</b>	<b>1,148,436</b>	<b>1,184,577</b>
Intransit traffic as percentage of total traffic .....	20.5	20.8	22.2	23.2	25.3

During recent years these "short-cut" motorists have assumed a steadily increasing proportion of the total number of entries in the tourist class. Statement 7 shows that the proportion of apparent intran-

sits to total traffic in Ontario has risen from 20.5 in 1946 to 25.3 in 1950, and that the percentage increase in 1950 was greater than in any of the other years.

**Analysis of United States Motor Traffic to Canada by State of Origin**

More than 80 per cent of the cars entering Canada on customs permits and practically all of the non-permit cars come from the states forming the northern boundary of the United States. The border states supplemented by Oregon and California on the Pacific coast and Massachusetts, Connecticut, Rhode Island and New Jersey on the Atlantic seaboard account for 93 per cent of the permit-holding cars to enter Canada, as is shown in Table 6.

The five regional groups of states appearing in Table 6 have shown little change in relative importance during the past 12 years. The proportion of the total traffic represented by each group in

1950 was within 2 per cent of corresponding data for 1939. Greater differences appear when the states are examined individually: a comparison of traffic in 1950 with that in 1949 showing a maximum increase of 76 per cent in cars originating in Mississippi and a maximum decrease of 17 per cent in cars from South Dakota. Statement 8 shows that the largest percentage increases occurred with few exceptions in southern and western states. The only significant decreases in 1950 were in traffic originating in North and South Dakota, Nebraska, Minnesota, Iowa and Missouri. Lighter traffic from these states can be partly attributed to floods in the Red River valley.

**STATEMENT 8. Percentage Changes Between 1949 and 1950 in Number of Customs Permits Issued to American Automobiles by Federal State of Registration**

States Showing Increases of 10 per cent or more	Percentage Increase in 1950 over 1949
Mississippi.....	76
Alabama .....	45
Idaho .....	33
Colorado .....	23
North Carolina.....	22
Louisiana.....	21
Utah .....	20
Maine .....	19
Maryland .....	15
Nevada .....	14
Texas .....	14
Arizona.....	11
Montana .....	10
Georgia .....	10
Florida .....	10

In Table 7 are shown average expenditures per visit for automobiles registered in the same states which appear in Table 6. Expenditures in 1950 varied from \$13.65 for Vermont to \$113.24 for California. This range in expenditures is influenced by the duration of the visit in Canada and the rate of spending throughout the visit. The states in which

most of the short term intransit traffic originates—New York and Michigan—have low expenditure rates per car. Motorists in Maine, New Hampshire and Vermont are accustomed to making visits of short duration to nearby points in New Brunswick and Quebec and spend at an even lower rate. With regard to these five states expenditures per car are depressed by the short duration of the average visit.

**STATEMENT 9. Average Expenditure Per Car Declared by Non-Resident Permit Holding Motorists by U.S. Federal State of Registration, 1948-1950**

State of Registration	Average Declared Expenditure Per Car		
	1948	1949	1950
<b>North Eastern:</b>			
Connecticut.....	75.14	78.53	82.63
Maine.....	37.28	31.45	22.20
Massachusetts.....	84.32	85.34	91.52
New Hampshire.....	49.28	52.70	51.16
New Jersey.....	80.71	87.22	95.71
New York.....	55.63	55.95	59.22
Pennsylvania.....	77.22	79.83	84.58
Rhode Island.....	76.86	79.90	83.75
Vermont.....	19.73	17.96	13.65
<b>Great Lakes:</b>			
Illinois.....	87.88	89.74	94.02
Indiana.....	71.92	74.43	74.27
Michigan.....	48.06	45.57	37.60
Ohio.....	86.61	87.99	92.41
Wisconsin.....	79.79	80.50	86.61
<b>North Western:</b>			
Minnesota.....	84.00	70.30	78.50
Montana.....	81.69	75.93	73.48
North Dakota.....	64.83	58.86	55.66
<b>West Coast:</b>			
California.....	105.35	106.08	113.24
Oregon.....	92.77	92.05	97.11
Washington.....	49.82	49.55	50.06
<b>Other.....</b>	<b>94.27</b>	<b>93.64</b>	<b>100.11</b>

There is a marked uniformity in the range from year to year in average expenditures per visit for each state. With the single exception of Minnesota, average expenditure rates for each of the states shown in Statement 9 varied by less than \$10 per

visit between 1948 and 1949 and between 1949 and 1950. Such a high degree of stability reflects unchanging habits in travel behaviour by residents of each of these states.

#### Expenditures of Canadian Travellers in the United States

Expenditures of Canadian travellers in the United States in 1950 amounted to \$193 million or 74 per cent of equivalent United States expenditures in Canada. Thus for every dollar brought to Canada by United States travellers seventy-four cents was returned by Canadian travellers. The credit balance on travel account between Canada and the United States in 1950 shrank to \$67 million, from \$102 million in 1949 and \$154 million in 1948. If the total population of the two countries is taken into

consideration, Canadian travel expenditures in the United States in 1950 amounted to more than \$13.80 per capita whereas American expenditures in Canada were only about \$1.70 per capita. The average expenditure rate per traveller for visits lasting longer than 48 hours was \$75 for Canadians and \$58 for Americans.<sup>1</sup> Even on short visits of 48 hours or less the average Canadian traveller spent more than the average American but the difference was less pronounced.

1. Each of these rates is inclusive of children and of persons visiting friends or relatives. Corresponding rates restricted to adults using hotels or other accommodation would be materially higher.

**STATEMENT 10. Expenditures of Canadian Travellers in the United States by Type of Transportation Used to Re-Enter Canada, 1946-1950**

(\$ Million)

Type of Transportation	1946	1947	1948	1949	1950 <sup>1</sup>
Automobile.....	21.7	32.6	25.1	52.9	67.3
Train.....	49.6	52.2	35.9	46.2	47.0
Boat.....	3.2	4.1	3.1	4.6	3.5
Bus (Exclusive of local bus).....	28.5	34.6	25.5	33.1	42.0
Airplane.....	8.8	9.0	7.3	9.7	13.8
Other (pedestrians, local bus, etc.).....	18.1	19.8	16.3	18.4	19.1
<b>Total.....</b>	<b>129.9</b>	<b>152.3</b>	<b>113.2</b>	<b>164.9</b>	<b>192.7</b>

1. Subject to revision.

Expenditures of Canadian travellers in the United States in 1950 were almost three times their average size during the preceding twenty years. Most of the increase over 1949 can be attributed to motorists, who went to the United States in greater numbers and stayed for longer visits than in the year before. Their expenditures at \$67 million showed a gain of \$14 million. Canadian shopping in the United States was an important item in spending of motorists—purchases declared under the \$100 customs exemption, at \$33 million, being 14 per cent higher than in 1949 with most of the rise occurring in the latter months of the year when there was greater freedom in obtaining United States currency for pleasure travel.

Non-automobile travellers to the United States were 2 per cent less numerous in 1950 than in 1949 but their expenditures rose by 12 per cent. The greatest contribution was made by bus traffic which recorded increases in volume, length of visit and average daily expenditure per person. Plane traffic

was also higher in volume and daily expenditure rate but the length of visit was down a little. Fewer passengers went by train and boat than in the year before but they stayed longer. In the aggregate, all types of non-motorists spent \$13 million more in the United States during 1950 than in 1949.

Statement 11 classifies the number of Canadian travellers to the United States and their expenditures in the year 1950 according to two groups: A short term group which remained abroad for visits of two days or less and a long term group which remained for longer periods. There has been little change in recent years in the relationship between the long and short term groups. The percentage of long term traffic to total traffic during the past five years has moved within the narrow limits of 11.0 and 12.9 while corresponding data for expenditures have remained between a minimum of 78.2 per cent and a maximum of 80.1 per cent.

**STATEMENT 11. Expenditures of Canadian Travellers in the United States by Length of Stay, 1950**

Mode of Travel	Number of Persons	% of Grand Total	Expenditures <sup>1</sup>	% of Grand Total
		%	\$	%
<b>Short Term Traffic:</b>				
Motorists — One Day .....	6,512,368	40.70	9,976,496	5.17
Two Days.....	434,212	2.71	12,270,963	6.37
Rail, intransit .....	8,155	0.05	—	—
Other Travellers (pedestrians, local bus etc.).....	7,024,932	43.91	19,096,496	9.91
<b>Total.....</b>	<b>13,979,667</b>	<b>87.37</b>	<b>41,343,955</b>	<b>21.45</b>
<b>Long Term Traffic:</b>				
Motorists — More than two days.....	775,286	4.84	45,092,360	23.40
Rail .....	490,690	3.07	47,026,065	24.40
Through Bus .....	577,078	3.61	42,027,639	21.80
Airplane.....	111,515	0.70	13,800,073	7.16
Boat.....	66,565	0.41	3,449,964	1.79
<b>Total.....</b>	<b>2,021,134</b>	<b>12.63</b>	<b>151,396,101</b>	<b>78.55</b>
<b>Grand Total .....</b>	<b>16,000,801</b>	<b>100.00</b>	<b>192,740,056</b>	<b>100.00</b>

1. Subject to revision.

## Travel between Canada and Overseas Countries

The volume of travel between Canada and overseas countries is normally less than one per cent of that between Canada and the United States. Overseas travellers, however, stay for longer visits and transportation costs are higher, hence their expenditures are more significant than the number of travellers might suggest. The sum of debits and credits in Canada's overseas travel in 1950 amounted to \$48 million, or more than 10 per cent of travel expenditures between Canada and the United States.

In contrast to travel with the United States which has produced an annual credit balance for

25 years or more, travel with overseas countries customarily results in a debit balance. In 1950 the balance stood at \$18 million—the highest ever recorded. The 1950 debit balance was 80 per cent larger than in 1949 due to the combined effect of lower credits and higher debits.

The number of visitors arriving directly from overseas countries was 12 per cent lower in 1950 than in 1949—the first decline since the war. Statement 12 shows that the drop can be attributed to lighter traffic from the United Kingdom, which outweighed heavier traffic from most of the other coun-

**STATEMENT 12. Number of Overseas Visitors by Country of Residence  
Principal Countries, 1948-1950**

Country of Residence	1948	1949	1950
United Kingdom .....	8,544	12,600	10,077
Australia and New Zealand .....	584	1,243	1,282
Bermuda and B.W.L. ....	462	1,064	1,130
Holland .....	399	437	537
France .....	685	657	531
South America .....	75	266	424
Greece .....	128	260	210
Switzerland .....	114	143	197
Norway .....	111	166	190
Germany .....	24	70	158
Belgium .....	84	117	145
Italy .....	71	117	108
British South Africa .....	91	109	105
Sweden .....	62	116	100
Other .....	695	900	953
<b>Total .....</b>	<b>12,129</b>	<b>18,265</b>	<b>16,147</b>

Note: Data in this statement are exclusive of arrivals from overseas countries via the United States.

tries appearing in the statement. Visitors arriving in Canada directly were supplemented by an estimated 14,150 who arrived from overseas countries via the United States. The total number of entries, direct and by way of the United States, was 30,300 in 1950, a decrease of 13 per cent from the 1949 figure. Their expenditures at \$15 million, including transportation costs paid to Canadian carriers, were down 17 per cent from \$18 million the year before.

Canadian travel expenditures in overseas countries, including cost of passage paid to non-Canadian carriers, totalled \$33 million—the highest on record. The number of Canadian residents returning via Canadian ports after visits to overseas countries was 43,800, an increase of 14 per cent over the corresponding figure in 1949. Canadian travellers visiting overseas countries via the United States are estimated at 12,000 in 1950, resulting in a total via Canadian and United States ports of 55,800. The proportion of Canadians travelling in overseas coun-

tries who reported that they were visiting relatives was somewhat lower than in 1949.

Most of the Canadian expenditures overseas were in the United Kingdom where an estimated \$20 million was spent in 1950, including transportation paid to British trans-Atlantic carriers. The next most important region for overseas travel by Canadians was Western Europe. Expenditures by Canadians travelling in Continental countries which were members of the Organization for European Economic Co-Operation are estimated at \$8 million in 1950. In other Commonwealth countries, Canadian expenditures are estimated at about \$4 million with a large part of these in Bermuda and the British West Indies. The above Canadian travel expenditures in the United Kingdom are much higher in relation to population than corresponding expenditures of United States travellers in that country, but in the case of Continental Europe Canadian expenditures were relatively less in relation to population than corresponding expenditures by United States travellers.

**TABLE 1. Number of and Expenditures by Non-Resident Motorists (Tourist Class)  
Entering on Traveller's Vehicle Permits, by Length of Stay in Canada, 1950**

Day's Stay	Number of Permits	% of Total Permits	Average Expenditures per car	Estimated Expenditures	% of Total Expenditures	Number of Car-days	Average Expenditure per car per day
		%	\$	\$	%		\$
1	720,231	35.65	8.97	6,458,324	5.33	720,231	8.97
2	427,274	21.15	22.46	9,597,936	7.93	854,548	11.23
3	229,681	11.37	55.11	12,657,720	10.45	689,043	18.37
4	148,954	7.37	77.57	11,554,362	9.54	595,816	19.39
5	96,844	4.79	97.59	9,451,006	7.81	484,220	19.52
6	67,903	3.36	117.64	7,988,109	6.60	407,418	19.61
7	57,080	2.83	136.04	7,765,163	6.41	399,560	19.43
8	59,026	2.92	145.93	8,613,664	7.11	472,208	18.24
9	38,809	1.92	161.48	6,266,877	5.18	349,281	17.94
10	25,770	1.27	171.21	4,412,082	3.64	257,700	17.12
11	18,646	.92	185.31	3,455,290	2.85	205,106	16.85
12	14,945	.74	190.73	2,850,460	2.35	179,340	15.89
13	14,359	.71	203.01	2,915,021	2.41	186,667	15.62
14	14,292	.71	201.85	2,884,840	2.38	200,088	14.42
15	14,400	.71	202.90	2,921,760	2.41	216,000	13.53
16	9,241	.46	212.01	1,959,184	1.62	147,856	13.25
17	5,699	.28	223.38	1,273,043	1.05	96,883	13.14
18	4,039	.20	228.35	922,306	.76	72,702	12.69
19	3,228	.16	242.38	782,403	.65	61,332	12.76
20	2,696	.13	244.35	658,768	.55	53,920	12.22
21	2,578	.13	247.37	637,720	.53	54,138	11.78
22	2,424	.12	256.46	621,659	.51	53,328	11.66
23	1,971	.10	264.06	520,462	.43	45,333	11.48
24	1,575	.08	262.33	413,170	.34	37,800	10.93
25	1,347	.07	263.59	355,056	.29	33,675	10.54
26	1,241	.06	249.28	309,356	.26	32,266	9.59
27	1,241	.06	250.68	311,094	.26	33,507	9.28
28	1,247	.06	256.22	319,506	.26	34,916	9.15
29	1,341	.07	251.87	337,758	.28	38,889	8.68
30	1,189	.06	234.51	278,832	.23	35,670	7.82
31-40	7,742	.38	210.03	1,626,052	1.34	266,806	6.09
41-50	3,724	.18	294.63	1,097,202	.91	168,670	6.50
51-60	3,225	.16	316.75	1,021,519	.84	179,723	5.68
61-70	2,973	.15	296.67	882,000	.73	193,127	4.57
71-80	1,890	.09	395.50	747,495	.62	142,371	5.25
81-90	1,601	.08	421.69	675,126	.56	136,796	4.93
91-100	1,359	.07	429.78	584,071	.48	129,278	4.52
101-125	2,242	.11	498.88	1,118,489	.92	252,460	4.43
126-150	1,754	.09	546.77	959,035	.79	241,092	3.98
151-175	1,527	.08	627.39	958,025	.79	248,754	3.85
176-365	3,046	.15	637.33	1,941,307	1.60	680,758	2.85
<b>Totals</b>	<b>2,020,354</b>	<b>100.00</b>	<b>59.94</b>	<b>121,103,252</b>	<b>100.00</b>	<b>9,689,276</b>	<b>12.50</b>
Average Length of stay						Per car 4.80	

N B: Expenditure data in this table are calculated on a Dominion basis, hence do not agree with similar data in Statement 6 which are calculated on a provincial basis.

**TABLE 1 A. Number of and Expenditures by Non-Resident Motorists (Tourist Class)  
Entering on Traveller's Vehicle Permits by Length of Stay in Canada, 1950**

Day's Stay	Average Persons per car	Number of Persons	Number of Person-days	Average Expenditure per person per day
				\$
1	3.17	2,283,504	2,283,504	2.83
2	2.90	1,239,289	2,478,578	3.87
3	2.83	650,622	1,951,866	6.48
4	2.81	419,196	1,676,784	6.89
5	2.78	268,984	1,344,920	7.03
6	2.79	189,281	1,135,686	7.03
7	2.87	163,603	1,145,221	6.78
8	3.02	178,245	1,425,960	6.04
9	2.92	113,336	1,020,024	6.14
10	2.83	72,959	729,590	6.05
11	2.78	51,895	570,845	6.05
12	2.77	41,393	496,716	5.74
13	2.83	40,597	527,761	5.52
14	2.94	41,977	587,678	4.91
15	2.98	42,860	642,900	4.54
16	2.83	26,190	419,040	4.67
17	2.65	15,122	257,074	4.95
18	2.59	10,444	187,992	4.91
19	2.55	8,248	156,712	4.99
20	2.54	6,857	137,140	4.80
21	2.61	6,727	141,267	4.51
22	2.62	6,353	139,766	4.45
23	2.58	5,089	117,047	4.45
24	2.43	3,831	91,944	4.49
25	2.46	3,308	82,700	4.29
26	2.35	2,920	75,920	4.07
27	2.36	2,935	79,245	3.93
28	2.52	3,142	87,976	3.63
29	2.44	3,275	94,975	3.56
30	2.38	2,831	84,930	3.28
31-40	2.45	18,989	653,316	2.49
41-50	2.37	8,814	399,382	2.75
51-60	2.33	7,528	419,244	2.44
61-70	2.37	7,038	457,366	1.93
71-80	2.33	4,396	331,007	2.26
81-90	2.25	3,596	307,267	2.20
91-100	2.26	3,070	292,098	2.00
101-125	2.32	5,201	584,761	1.91
126-150	2.26	3,964	543,812	1.76
151-175	2.19	3,343	544,134	1.76
176-365	2.23	6,807	1,537,038	1.26
<b>Totals</b>	<b>2.96</b>	<b>5,977,759</b>	<b>26,241,186</b>	<b>4.61</b>
Average Length of stay			Per person	4.39

TABLE 2. Number of Foreign Automobiles of the Tourist Class Leaving Canada during the Four Months June to September 1950, Grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Lengths of Stay in Canada

Ports of Entry	Ports of Exit	Number of Permits by Length of Stay			Total
		1 Day	2 Days	3 Days and Over	
Section 1—Traffic Within Ontario:					
(a) St. Lawrence River Ports.....	Cobourg.....	—	—	—	—
	Fort Erie and Niagara Falls.....	738	2, 180	7, 686	10, 604
	Lake Erie Ports .....	—	—	2	2
	St. Clair and Detroit River Ports.....	339	1, 637	2, 209	4, 185
	Sault Ste. Marie.....	24	152	450	626
	Total of above .....	1, 101	3, 969	10, 347	15, 417
	St. Lawrence River Ports .....	8, 565	7, 400	39, 578	55, 543
	All Ports in the Province of Quebec .....	725	2, 777	10, 599	14, 101
	All Ports in Canada .....	10, 396	14, 173	61, 722	86, 291
(b) Cobourg .....	St. Lawrence River Ports .....	—	—	1	1
	Fort Erie and Niagara Falls.....	—	—	1	1
	Lake Erie Ports .....	—	—	—	—
	St. Clair and Detroit River Ports.....	—	—	2	2
	Sault Ste. Marie .....	—	—	—	—
	Total of above .....	—	—	4	4
	Cobourg.....	—	—	1	1
	All Ports in Canada .....	—	—	5	5
(c) Fort Erie and Niagara Falls ...	St. Lawrence River Ports .....	686	5, 368	13, 633	19, 687
	Cobourg.....	—	—	—	—
	Lake Erie Ports .....	3	40	51	94
	St. Clair and Detroit River Ports.....	57, 790	40, 835	13, 567	112, 192
	Sault Ste. Marie .....	18	329	2, 108	2, 455
	Total of above .....	58, 497	46, 572	29, 359	134, 428
	Fort Erie and Niagara Falls.....	90, 731	43, 894	110, 491	245, 116
	All Ports in Canada .....	149, 313	91, 414	158, 245	398, 972
(d) Lake Erie Ports.....	St. Lawrence River Ports .....	—	—	13	13
	Cobourg.....	—	—	—	—
	Fort Erie and Niagara Falls.....	10	51	93	154
	St. Clair and Detroit River Ports.....	51	10	104	165
	Sault Ste. Marie.....	—	—	4	4
	Total of above .....	61	61	214	336
	Lake Erie Ports .....	21	33	447	501
	All Ports in Canada .....	82	112	683	877
(e) St. Clair and Detroit River Ports	St. Lawrence River Ports .....	236	1, 587	3, 413	5, 236
	Cobourg.....	—	—	—	—
	Fort Erie and Niagara Falls.....	54, 672	50, 226	21, 116	126, 014
	Lake Erie Ports .....	43	36	44	123
	Sault Ste. Marie.....	8	114	3, 739	3, 861
	Total of above .....	54, 959	51, 963	28, 312	135, 234
	St. Clair and Detroit River Ports.....	76, 475	23, 880	66, 462	166, 817
	All Ports in Canada .....	131, 485	76, 191	106, 520	314, 196
(f) Sault Ste. Marie .....	St. Lawrence River Ports .....	16	251	491	758
	Cobourg.....	—	—	—	—
	Fort Erie and Niagara Falls .....	30	400	2, 535	2, 965
	Lake Erie Ports .....	—	1	3	4
	St. Clair and Detroit River Ports.....	20	158	2, 867	3, 045
	Total of above .....	66	810	5, 896	6, 772
	Sault Ste. Marie .....	3, 293	1, 927	12, 107	17, 327
	All Ports in Canada .....	3, 381	2, 920	19, 852	26, 153

**TABLE 2. Number of Foreign Automobiles of the Tourist Class Leaving Canada during the Four Months June to September 1950, Grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Lengths of Stay in Canada — Concluded**

Ports of Entry	Ports of Exit	Number of Permits by Length of Stay			Total
		1 Day	2 Days	3 Days and Over	
<b>Section II — Traffic from Ontario to Other Provinces:</b>					
St. Lawrence River Ports .....	All Ports in Quebec .....	725	2,777	10,599	14,101
All Ports in Ontario West of Kingston and East of Sault Ste. Marie (Incl. Sault Ste. Marie) .....	All Ports in Quebec .....	146	1,449	28,429	30,024
All Ports in Ontario .....	All Ports in Quebec .....	871	4,222	39,092	44,185
All Ports in Ontario .....	All Ports in Maritime Provinces.....	3	47	4,225	4,275
All Ports in Ontario .....	All Ports in Manitoba .....	75	831	3,207	4,113
All Ports in Ontario .....	All Ports in Maritimes, Quebec and Manitoba .....	949	5,100	46,524	52,573
All Ports in Ontario .....	All Ports in Ontario .....	298,752	186,473	329,220	814,445
All Ports in Ontario .....	All Ports in Canada .....	299,712	191,582	376,142	867,436
<b>Section III — Traffic from the Maritime Provinces to Central Canada:</b>					
All Ports in the Maritime Provinces	All Ports in Quebec .....	345	411	3,280	4,036
	All Ports in Ontario .....	3	70	2,046	2,119
	All Ports in Quebec and Ontario .....	348	481	5,326	6,155
	All Ports in the Maritime Provinces	34,141	10,757	37,482	82,380
	All Ports in Canada .....	34,489	11,533	42,824	88,846
<b>Section IV — Traffic from Quebec to Other Provinces:</b>					
All Ports in Quebec .....	All Ports in Ontario on the St. Lawrence River.....	892	2,741	7,980	11,613
	All Ports in Ontario West of Kingston and East of Sault Ste. Marie (Incl. Sault Ste. Marie).....	103	927	16,204	17,234
	All Ports in Ontario .....	995	3,669	24,214	28,878
	All Ports in the Maritime Provinces	294	228	6,079	6,601
	All Ports in Ontario and the Maritime Provinces .....	1,289	3,897	30,293	35,479
	All Ports in Quebec .....	61,835	42,184	99,312	203,331
	All Ports in Canada .....	63,125	46,087	129,655	238,867
<b>Section V — Traffic from Manitoba to Ontario:</b>					
All Ports in Manitoba .....	All Ports in Ontario .....	34	514	2,403	2,951
	All Ports in Manitoba .....	4,168	3,154	8,364	15,686
	All Ports in Canada .....	4,226	3,712	11,464	19,402
<b>Section VI — Traffic Between the Prairie Provinces:</b>					
All Ports in Manitoba .....	All Ports in Saskatchewan.....	23	44	368	435
	All Ports in Alberta .....	1	—	165	166
	All Ports in Saskatchewan and Alberta	24	44	533	601
All Ports in Saskatchewan.....	All Ports in Manitoba .....	29	34	388	451
	All Ports in Alberta .....	2	16	476	494
	All Ports in Manitoba and Alberta ..	31	50	864	945
	All Ports in Saskatchewan.....	1,728	1,901	6,499	10,128
	All Ports in Canada .....	1,760	1,960	7,762	11,482
All Ports in Alberta .....	All Ports in Manitoba .....	—	2	113	115
	All Ports in Saskatchewan.....	2	21	341	364
	All Ports in Manitoba and Saskatchewan	2	23	454	479
	All Ports in Alberta .....	5,193	2,632	10,511	18,336
	All Ports in Canada .....	5,284	3,207	20,474	28,965
<b>Section VII — Traffic Between the Prairie Provinces and British Columbia:</b>					
All Ports in the Prairie Provinces	All Ports in British Columbia.....	90	552	9,843	10,485
	All Ports in the Prairie Provinces...	11,146	7,804	27,225	46,175
	All Ports in Canada .....	11,270	8,879	39,700	59,849
All Ports in British Columbia.....	All Ports in the Prairie Provinces...	61	403	8,102	8,566
	All Ports in British Columbia.....	32,211	30,663	67,349	130,223
	All Ports in Canada .....	32,274	31,072	75,529	138,875

**TABLE 3. Non-Resident Permit-Holding Automobile Traffic in Canada, Minimum Inter-Provincial Travel, June-September, 1948-1950**

Province of Entry	American Cars leaving Canada by a Province Other than that of Entry			Percentage of all Cars leaving Province		
	1948	1949	1950	1948	1949	1950
Maritimes .....	4,812	5,926	6,466	7.3	7.4	7.3
Quebec .....	31,329	35,932	35,536	14.3	16.1	14.9
Ontario .....	48,422	54,398	52,991	6.0	6.5	6.1
Manitoba .....	4,747	5,728	3,716	27.6	25.3	19.2
Saskatchewan .....	1,182	1,445	1,354	13.3	13.9	11.8
Alberta .....	9,266	10,640	10,629	40.5	37.9	36.7
British Columbia .....	6,629	8,760	8,652	6.0	6.7	6.2
<b>Total</b> .....	<b>106,387</b>	<b>122,829</b>	<b>119,344</b>	<b>8.5</b>	<b>9.2</b>	<b>8.6</b>

**TABLE 4. Selected Routes Within Ontario Followed by Foreign Cars of the Tourist Class June-September, 1948-1950**

Route	Number of Cars			Percentage of Entries Via All Ports in Ontario		
	1948	1949	1950	1948	1949	1950
Between:						
St. Clair, Detroit River Ports and Fort Erie, Niagara Falls .....	199,094	211,204	238,206	24.8	25.4	27.5
Fort Erie, Niagara Falls and St. Lawrence River Ports in Ontario .....	28,174	32,155	30,291	3.5	3.9	3.5
St. Lawrence River Ports in Ontario and Province of Quebec .....	24,151	27,290	25,714	3.0	3.3	3.0
St. Clair, Detroit River Ports and St. Lawrence River Ports in Ontario .....	7,228	8,830	9,421	0.9	1.1	1.1
Sault Ste Marie and St. Clair, Detroit River Ports .....	6,855	8,033	6,906	0.8	1.0	0.8
Sault Ste Marie and Fort Erie, Niagara Falls .....	5,480	6,477	5,420	0.7	0.8	0.6
<b>Total of above</b> .....	<b>270,982</b>	<b>293,989</b>	<b>315,958</b>	<b>33.8</b>	<b>35.3</b>	<b>36.4</b>

**TABLE 5. Number of Foreign Automobiles Which Entered Canada on Customs Permits Through Provinces Indicated, and Which Returned to the Country of Origin in the Year 1950, Classified by United States Federal States or Countries of Registration**

State	Nfld. P.E.I. N.S. <sup>1</sup>	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C. and Y.T.	Total
Alabama .....	1	36	161	1,695	23	8	77	128	2,129
Arizona .....	—	24	104	921	26	28	217	577	1,897
Arkansas .....	—	11	85	930	37	7	46	152	1,268
California .....	5	501	1,796	16,351	731	645	4,505	32,452	56,986
Colorado .....	—	30	171	1,780	125	120	746	1,307	4,279
Connecticut .....	125	4,082	18,521	11,693	32	8	126	221	34,808
Delaware .....	9	113	638	1,222	6	—	33	40	2,061
Dist. of Columbia .....	28	262	1,276	2,823	15	5	72	141	4,622
Florida .....	9	685	2,136	7,532	100	41	227	498	11,228
Georgia .....	2	143	404	1,870	67	12	75	162	2,735
Idaho .....	1	23	42	762	49	71	1,715	4,103	6,766
Illinois .....	14	577	2,852	55,057	1,433	447	1,228	1,768	63,376
Indiana .....	8	193	970	25,413	288	81	413	483	27,849
Iowa .....	2	99	362	11,059	885	460	722	656	14,245
Kansas .....	1	54	248	3,257	386	215	521	699	5,381
Kentucky .....	7	71	259	4,415	60	16	74	122	5,024
Louisiana .....	1	68	291	1,590	91	41	192	273	2,547
Maine .....	5	99,689	19,001	2,763	14	10	37	47	121,566
Maryland .....	34	647	2,671	7,857	50	28	112	184	11,583
Massachusetts .....	496	20,992	48,008	22,450	54	27	209	302	92,538
Michigan .....	13	680	2,774	375,887	733	323	1,000	1,994	383,404
Minnesota .....	2	74	498	22,063	6,659	1,068	1,472	911	32,747
Mississippi .....	2	35	110	730	55	23	81	109	1,145
Missouri .....	5	155	554	7,578	383	130	537	729	10,071
Montana .....	—	24	70	623	179	2,488	9,280	1,635	14,299
Nebraska .....	—	29	143	2,351	391	280	450	499	4,143
Nevada .....	—	6	51	366	17	11	111	367	929
New Hampshire .....	11	1,765	19,749	2,109	5	5	31	23	23,698
New Jersey .....	174	3,023	18,749	25,582	71	23	296	447	48,365
New Mexico .....	—	19	60	406	12	12	147	223	879
New York .....	429	6,957	106,202	329,049	184	88	897	1,042	444,848
North Carolina .....	5	137	721	2,828	20	9	70	153	3,943
North Dakota .....	2	17	120	1,281	10,047	6,777	417	273	18,934
Ohio .....	52	905	4,245	121,189	244	115	687	812	128,249
Oklahoma .....	—	71	156	1,853	241	138	455	367	3,281
Oregon .....	—	31	155	1,637	134	191	909	18,041	21,098
Pennsylvania .....	143	2,319	13,437	93,116	112	56	517	592	110,292
Rhode Island .....	43	1,492	8,687	3,628	8	9	25	69	13,961
South Carolina .....	3	63	242	992	16	13	53	73	1,455
South Dakota .....	1	9	61	1,224	520	406	269	247	2,737
Tennessee .....	2	47	277	3,185	30	18	86	197	3,842
Texas .....	3	174	616	5,414	370	207	1,272	1,362	9,418
Utah .....	—	10	70	926	25	22	1,159	1,254	3,466
Vermont .....	5	446	88,509	2,359	7	2	19	51	91,398
Virginia .....	16	414	1,797	5,525	27	17	120	248	8,164
Washington .....	2	85	222	2,571	237	419	2,064	144,767	150,367
West Virginia .....	—	35	223	4,658	8	6	27	64	5,021
Wisconsin .....	2	124	634	21,342	805	283	747	1,056	24,993
Wyoming .....	—	5	14	369	54	130	628	383	1,583
U.S. Government .....	—	12	16	16	3	2	8	19	76
<b>Total U.S. ....</b>	<b>1,663</b>	<b>147,463</b>	<b>369,158</b>	<b>1,222,297</b>	<b>26,069</b>	<b>15,541</b>	<b>35,181</b>	<b>222,322</b>	<b>2,039,694</b>
<b>Other Countries<sup>2</sup> .....</b>	<b>5</b>	<b>40</b>	<b>164</b>	<b>389</b>	<b>26</b>	<b>14</b>	<b>636</b>	<b>1,990</b>	<b>3,264</b>
<b>Grand Total .....</b>	<b>1,668</b>	<b>147,503</b>	<b>369,322</b>	<b>1,222,686</b>	<b>26,095</b>	<b>15,555</b>	<b>35,817</b>	<b>224,312</b>	<b>2,042,958</b>

1. Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from foreign countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

2. Other countries comprise: Africa 1, Alaska 2,487, Australia 1, Bahamas 32, Belgium 1, Bermuda 2, Bolivia 2, China 1, Costa Rica 1, Cuba 66, Czechoslovakia 1, Denmark 1, England 30, France 5, Germany 3, Guatemala 4, Haiti 6, Hawaiian Islands 358, Holland 5, Honduras 1, Hong Kong 1, Ireland 1, Italy 1, Jamaica 1, Japan 10, Marianas 7, Mexico 82, Netherlands Antilles 12, New Zealand 1, Nicaragua 2, Panama Canal Zone 115, Philippine Islands 2, Puerto Rico 6, St. Pierre and Miquelon 2, Switzerland 4, Venezuela 7, Virgin Islands 2.

**TABLE 6. Number of Foreign Automobiles Entering Canada on Traveller's Vehicle Permits which Returned to the United States in the Years 1946-1950, Classified by U.S. Federal States of Registration**

State of Origin	1946	1947	1948	1949	1950
<b>North Eastern:</b>					
Connecticut .....	29,011	32,048	33,391	32,663	34,808
Maine .....	60,647	67,726	79,592	102,095	121,566
Massachusetts .....	73,927	86,782	85,975	86,300	92,538
New Hampshire .....	17,483	17,787	20,595	22,268	23,698
New Jersey .....	31,312	40,461	42,568	46,043	48,365
New York .....	335,204	368,784	428,902	443,239	444,848
Pennsylvania .....	74,417	98,294	102,245	101,788	110,292
Rhode Island .....	11,751	12,924	12,855	12,735	13,961
Vermont .....	68,183	55,877	80,226	86,785	91,398
	701,935	780,683	886,349	933,916	981,474
<b>% of Total</b> .....	<b>47.9</b>	<b>47.5</b>	<b>48.9</b>	<b>47.7</b>	<b>48.1</b>
<b>Great Lakes:</b>					
Illinois .....	38,541	51,196	55,600	62,170	63,376
Indiana .....	17,583	20,983	24,662	27,281	27,849
Michigan .....	287,273	291,302	339,093	364,458	383,404
Ohio .....	103,185	144,161	130,994	130,827	128,249
Wisconsin .....	14,185	18,849	21,645	24,608	24,993
	460,767	526,491	571,994	609,344	627,871
<b>% of Total</b> .....	<b>31.5</b>	<b>32.0</b>	<b>31.6</b>	<b>31.2</b>	<b>30.7</b>
<b>North Western:</b>					
Minnesota .....	23,555	26,286	29,590	35,196	32,747
Montana .....	8,254	8,417	10,511	12,948	14,299
North Dakota .....	12,869	10,490	13,196	19,809	18,934
	44,678	45,193	53,297	67,953	65,980
<b>% of Total</b> .....	<b>3.1</b>	<b>2.7</b>	<b>2.9</b>	<b>3.5</b>	<b>3.2</b>
<b>West Coast:</b>					
California .....	47,046	60,063	51,578	54,644	56,986
Oregon .....	15,031	18,462	17,883	19,525	21,098
Washington .....	121,771	130,142	126,514	143,466	150,367
	183,848	208,667	195,975	217,635	228,451
<b>% of Total</b> .....	<b>12.5</b>	<b>12.7</b>	<b>10.8</b>	<b>11.1</b>	<b>11.2</b>
<b>Other:</b>					
	73,307	83,602	104,349	127,600	139,182
<b>% of Total</b> .....	<b>5.0</b>	<b>5.1</b>	<b>5.8</b>	<b>6.5</b>	<b>6.8</b>
<b>Total</b> .....	<b>1,464,535</b>	<b>1,644,636</b>	<b>1,811,964</b>	<b>1,956,448</b>	<b>2,042,958</b>

**TABLE 7. Average Declared Expenditure per Car, and Total Expenditures in Canada of Non-Resident Permit-Holding Motorists, Classified by U.S. Federal States of Registration, 1950.**

State of Origin	Average Expenditure per Car	Number of Cars	Total Expenditures
	\$		\$
<b>North Eastern:</b>			
Connecticut .....	82.63	34,808	2,876,151
Maine .....	22.20	121,566	2,698,260
Massachusetts .....	91.52	92,538	8,468,745
New Hampshire .....	51.16	23,698	1,212,392
New Jersey .....	95.71	48,365	4,628,774
New York .....	59.22	444,848	26,344,084
Pennsylvania .....	84.58	110,292	9,328,959
Rhode Island .....	83.75	13,961	1,169,187
Vermont .....	13.65	91,398	1,247,418
		981,474	57,973,970
<b>% of Total .....</b>	<b>—</b>	<b>48.1</b>	<b>44.9</b>
<b>Great Lakes:</b>			
Illinois .....	94.02	63,376	5,958,564
Indiana .....	74.27	27,849	2,068,341
Michigan .....	37.60	383,404	14,415,434
Ohio .....	92.41	128,249	11,851,079
Wisconsin .....	86.61	24,993	2,164,541
		627,871	36,457,959
<b>% of Total .....</b>	<b>—</b>	<b>30.7</b>	<b>28.2</b>
<b>North Western:</b>			
Minnesota .....	78.50	32,747	2,570,705
Montana .....	73.48	14,299	1,050,716
North Dakota .....	55.66	18,934	1,053,831
		65,980	4,675,252
<b>% of Total .....</b>	<b>—</b>	<b>3.2</b>	<b>3.6</b>
<b>West Coast:</b>			
California .....	113.24	56,986	6,453,347
Oregon .....	97.11	21,098	2,048,778
Washington .....	50.06	150,367	7,527,399
	—	228,451	16,029,524
<b>% of Total .....</b>	<b>—</b>	<b>11.2</b>	<b>12.4</b>
<b>Other:</b>			
	100.11	139,182	13,933,966
<b>% of Total .....</b>	<b>—</b>	<b>6.8</b>	<b>10.8</b>

TABLE 8. Expenditures of Foreign Travellers in Canada, 1946-1950

(\$ Millions)

	1946	1947	1948	1949	1950 <sup>2</sup>
<b>Travellers from the United States:</b>					
Means of Travel:					
Automobile .....	98.0	118.4	139.4	145.3	148.1
Rail .....	61.4	56.6	55.9	52.8	43.5
Boat .....	17.3	22.1	16.0	13.8	13.7
Bus (Exclusive of local bus) .....	15.8	16.7	20.8	24.4	20.8
Airplane .....	10.3	13.1	12.1	17.6	21.4
Other (pedestrians, local bus, etc.) .....	13.3	14.2	23.2	13.2	12.2
<b>Total, U.S.A. ....</b>	<b>216.1</b>	<b>241.1</b>	<b>267.4</b>	<b>267.1</b>	<b>259.7</b>
<b>Travellers from Overseas Countries<sup>1</sup> .....</b>	<b>6.4</b>	<b>10.0</b>	<b>13.0</b>	<b>18.0</b>	<b>15.0</b>
<b>Total, all Countries .....</b>	<b>222.5</b>	<b>251.1</b>	<b>280.4</b>	<b>286.5</b>	<b>274.7</b>

TABLE 9. Expenditures of Canadian Travellers in Foreign Countries, 1946-1950

(\$ Millions)

	1946	1947	1948	1949	1950 <sup>2</sup>
<b>Travellers to the United States:</b>					
Means of Travel:					
Automobile .....	21.7	32.6	25.1	52.9	67.3
Train .....	49.6	52.2	35.9	46.2	47.0
Boat .....	3.2	4.1	3.1	4.6	3.5
Bus (Exclusive of local bus) .....	28.5	34.6	25.5	33.1	42.0
Airplane .....	8.8	9.0	7.3	9.7	13.8
Other (pedestrians, local bus, etc.) .....	18.1	19.8	16.3	18.4	19.1
<b>Total, U.S.A. ....</b>	<b>129.9</b>	<b>152.3</b>	<b>113.2</b>	<b>164.9</b>	<b>192.7</b>
<b>Travellers to Overseas Countries<sup>1</sup> .....</b>	<b>6.0</b>	<b>15.0</b>	<b>21.0</b>	<b>28.0</b>	<b>33.0</b>
<b>Total, all Countries .....</b>	<b>135.9</b>	<b>167.3</b>	<b>134.2</b>	<b>192.2</b>	<b>225.7</b>

1. Prior to confederation with Canada in 1949 Newfoundland was classed as an overseas country.

2. Subject to revision.

**TABLE 10. Expenditures of United States Travellers in Canada by Length of Stay,**  
Revised Statement, 1949

Mode of Travel	Number of Persons	% of Grand Total	Expenditures	% of Grand Total
		%	\$	%
<b>Short Term Traffic:</b>				
Automobile:				
Non-permit or local traffic.....	8,749,174	36.05	18,681,260	6.99
Repeat trips of permit-holders.....	3,056,451	12.59	—	—
Tourist Class, 1 Day.....	2,172,614	8.95	8,395,124	3.14
Tourist Class, 2 Days.....	1,162,331	4.79	9,341,060	3.50
Commuters.....	6,207	0.03	716,174	0.27
Local permit-holders.....	15,056	0.06	601,243	0.22
Rail, intransit.....	629,643	2.60	—	—
Bus, intransit.....	94,477	0.39	236,192	0.09
Airplane, intransit.....	6,910	0.03	17,275	0.01
Other travellers.....	4,560,110	18.79	13,241,614	4.96
<b>Total.....</b>	<b>20,452,973</b>	<b>84.28</b>	<b>51,229,942</b>	<b>19.18</b>
<b>Long Term Traffic:</b>				
Automobile:				
Tourist Class, more than two days.....	2,467,439	10.16	101,808,659	38.12
Summer Residents.....	33,348	0.14	5,709,472	2.14
Rail.....	551,309	2.27	52,781,555	19.76
Bus.....	334,680	1.38	24,203,520	9.06
Airplane.....	128,836	0.53	17,603,737	6.59
Boat.....	300,243	1.24	13,766,534	5.15
<b>Total.....</b>	<b>3,815,855</b>	<b>15.72</b>	<b>215,873,477</b>	<b>80.82</b>
<b>Grand Total.....</b>	<b>24,268,828</b>	<b>100.00</b>	<b>267,103,419</b>	<b>100.00</b>

**TABLE 11. Expenditures of Canadian Travellers in the United States by Length of Stay,**  
Revised Statement, 1949

Mode of Travel	Number of Persons	% of Grand Total	Expenditures	% of Grand Total
		%	\$	%
<b>Short Term Traffic:</b>				
Motorists — One Day.....	5,601,910	37.14	8,624,979	5.23
Two Days.....	353,892	2.35	8,580,401	5.20
Rail, intransit.....	9,897	0.06	—	—
Other Travellers (pedestrians, local bus, etc.).....	7,169,915	47.53	18,422,794	11.17
<b>Total.....</b>	<b>13,135,614</b>	<b>87.08</b>	<b>35,628,174</b>	<b>21.60</b>
<b>Long Term Traffic:</b>				
Motorists — More than two days.....	665,338	4.41	35,673,396	21.63
Rail.....	522,217	3.46	46,160,566	27.99
Through Bus.....	563,292	3.74	33,155,256	20.11
Airplane.....	90,719	0.60	9,661,590	5.86
Boat.....	107,681	0.71	4,635,121	2.81
<b>Total.....</b>	<b>1,949,247</b>	<b>12.92</b>	<b>129,285,929</b>	<b>78.40</b>
<b>Grand Total.....</b>	<b>15,084,861</b>	<b>100.00</b>	<b>164,914,103</b>	<b>100.00</b>

TABLE 12. Number of and Expenditures by Non-Resident Motorists (Tourist Class) Entering on Travellers Vehicle Permits, by Length of Stay in Canada, 1949

Days' Stay	Number of Permits	% of Total Permits	Average Expenditure per car	Estimated Expenditures	% of Total Expenditures	Number of Car-days	Average Expenditure per car per day
		%	\$	\$	%		\$
1	676,728	34.97	12.40	8,395,124	7.10	676,728	12.40
2	395,058	20.41	23.64	9,341,060	7.90	790,116	11.82
3	229,554	11.86	52.94	12,152,589	10.27	688,662	17.65
4	144,995	7.49	72.68	10,538,237	8.91	579,980	18.17
5	93,195	4.82	92.45	8,615,878	7.28	465,975	18.49
6	65,526	3.39	109.29	7,161,337	6.05	393,156	18.21
7	55,401	2.86	126.57	7,012,105	5.93	387,807	18.08
8	57,327	2.96	136.16	7,805,644	6.60	458,616	17.02
9	38,464	1.99	152.13	5,851,528	4.95	346,176	16.90
10	26,195	1.35	166.17	4,352,823	3.68	261,950	16.62
11	18,793	.97	172.39	3,239,725	2.74	206,723	15.67
12	15,659	.81	183.58	2,874,679	2.43	187,908	15.30
13	14,630	.76	193.47	2,830,466	2.39	190,190	14.88
14	14,548	.75	195.46	2,843,552	2.40	203,672	13.96
15	15,024	.78	195.88	2,942,901	2.49	225,360	13.06
16	9,618	.50	206.44	1,985,540	1.68	153,888	12.90
17	5,961	.31	218.58	1,302,955	1.10	101,337	12.86
18	4,139	.21	231.05	956,316	.81	74,502	12.84
19	3,314	.17	235.12	779,188	.66	62,966	12.37
20	2,923	.15	233.81	683,427	.58	58,460	11.69
21	2,510	.13	234.14	587,691	.50	52,710	11.15
22	2,537	.13	248.95	631,586	.53	55,814	11.32
23	1,941	.10	270.43	524,905	.44	44,643	11.76
24	1,627	.08	265.04	431,220	.36	39,048	11.04
25	1,375	.07	262.22	360,552	.31	34,375	10.49
26	1,262	.07	259.19	327,098	.28	32,812	9.97
27	1,196	.06	256.97	307,336	.26	32,292	9.52
28	1,199	.06	275.03	329,761	.28	33,572	9.82
29	1,227	.06	291.81	358,051	.30	35,583	10.06
30	1,020	.05	277.46	283,009	.24	30,600	9.25
31 — 40	7,392	.38	254.59	1,881,929	1.59	255,820	7.36
41 — 50	3,838	.20	326.88	1,254,565	1.06	173,747	7.22
51 — 60	3,471	.18	322.24	1,118,495	.95	193,467	5.78
61 — 70	3,512	.18	274.72	964,817	.82	227,665	4.24
71 — 80	2,213	.11	362.73	802,721	.68	166,191	4.83
81 — 90	1,699	.09	420.56	714,531	.60	145,173	4.92
91 — 100	1,455	.08	415.37	604,363	.51	138,380	4.37
101 — 125	2,410	.13	478.54	1,153,281	.98	270,483	4.26
126 — 150	1,770	.09	577.62	1,022,387	.86	243,082	4.21
151 — 175	1,634	.08	629.14	1,028,015	.87	266,727	3.85
176 — 365	3,123	.16	616.51	1,925,361	1.63	664,764	2.90
<b>Totals</b>	<b>1,935,463</b>	<b>100.00</b>	<b>61.11</b>	<b>118,276,748</b>	<b>100.00</b>	<b>9,651,120</b>	<b>12.26</b>
Average length of stay						Per car	
						4.99	

N.B.: Expenditure data in this table are calculated on a Dominion basis, hence do not agree with similar data in Table 10 which are calculated on a Provincial basis.

TABLE 12A. Number of and Expenditures by Non-Resident Motorists (Tourist Class) Entering on Travellers Vehicle Permits by Length of Stay in Canada, 1949

Days' Stay	Average Persons per car	Number of Persons	Number of Person-days	Average Expenditure per person per day
				\$
1	3.21	2,172,614	2,172,614	3.86
2	2.94	1,162,331	2,324,662	4.02
3	2.90	666,645	1,999,935	6.08
4	2.86	414,225	1,656,900	6.36
5	2.82	262,785	1,313,925	6.56
6	2.82	184,919	1,109,514	6.45
7	2.91	161,073	1,127,511	6.22
8	3.04	174,164	1,393,312	5.60
9	2.95	113,500	1,021,500	5.73
10	2.85	74,653	746,530	5.83
11	2.83	53,126	584,386	5.54
12	2.83	44,293	531,516	5.41
13	2.87	41,948	545,324	5.19
14	2.95	42,858	600,012	4.74
15	3.00	45,130	676,950	4.35
16	2.87	27,636	442,176	4.49
17	2.71	16,164	274,788	4.74
18	2.64	10,915	196,470	4.87
19	2.60	8,629	163,951	4.75
20	2.61	7,634	152,680	4.48
21	2.63	6,600	138,600	4.24
22	2.63	6,671	146,762	4.30
23	2.60	5,040	115,920	4.53
24	2.51	4,076	97,824	4.41
25	2.48	3,407	85,175	4.23
26	2.38	2,998	77,948	4.20
27	2.45	2,926	79,002	3.89
28	2.47	2,965	83,020	3.97
29	2.52	3,094	89,726	3.99
30	2.35	2,401	72,030	3.93
31 — 40	2.51	18,548	641,178	2.93
41 — 50	2.40	9,224	417,734	3.00
51 — 60	2.33	8,102	451,343	2.48
61 — 70	2.38	8,355	541,863	1.78
71 — 80	2.36	5,226	392,564	2.04
81 — 90	2.34	3,977	339,710	2.10
91 — 100	2.30	3,346	318,157	1.90
101 — 125	2.36	5,695	638,752	1.81
126 — 150	2.33	4,129	566,964	1.80
151 — 175	2.23	3,639	593,829	1.73
176 — 365	2.15	6,723	1,444,299	1.33
<b>Totals</b>	<b>3.00</b>	<b>5,802,384</b>	<b>26,367,056</b>	<b>4.49</b>
Average Length of Stay .....			Per person	
			4.54	

TABLE 13. Balance of Payments on Travel Account Between Canada and Other Countries, 1926-1950

(Net Credits + Net Debits -)

(\$ Million)

Year	Account with United States			Account with Overseas Countries <sup>1</sup>			Account with All Countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
1926 .....	140	70	+ 70	12	29	- 17	152	99	+ 53
1927 .....	148	72	+ 76	15	28	- 13	163	100	+ 63
1928 .....	163	72	+ 91	14	26	- 12	177	98	+ 79
1929 .....	184	81	+103	14	27	- 13	198	108	+ 90
1930 .....	167	67	+100	13	25	- 12	180	92	+ 88
1931 .....	141	52	+ 89	12	19	- 7	153	71	+ 82
1932 .....	103	30	+ 73	11	19	- 8	114	49	+ 65
1933 .....	81	30	+ 51	8	14	- 6	89	44	+ 45
1934 .....	96	36	+ 60	10	14	- 4	106	50	+ 56
1935 .....	107	48	+ 59	10	16	- 6	117	64	+ 53
1936 .....	129	54	+ 75	13	21	- 8	142	75	+ 67
1937 .....	149	65	+ 84	17	22	- 5	166	87	+ 79
1938 .....	134	66	+ 68	15	20	- 5	149	86	+ 63
1939 .....	137	67	+ 70	12	14	- 2	149	81	+ 68
1940 .....	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941 .....	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942 .....	79	24	+ 55	3	3	—	82	27	+ 55
1943 .....	87	34	+ 53	2	3	- 1	89	37	+ 52
1944 .....	117	57	+ 60	3	3	—	120	60	+ 60
1945 .....	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946 .....	216	130	+ 86	6	6	—	222	136	+ 86
1947 .....	241	152	+ 89	10	15	- 5	251	167	+ 84
1948 .....	267	113	+154	13	22	- 9	280	135	+145
1949 .....	267	165	+102	18	28	- 10	285	193	+ 92
1950 <sup>2</sup> .....	260	193	+ 67	15	33	- 18	275	226	+ 49

1. Prior to confederation with Canada in 1949 Newfoundland was classed as an overseas country.

2. Subject to revision.

TABLE 14. Number of Foreign Automobiles and Other Vehicles entering Canada, by Province of Entry, 1946-1950

Non-permit Class – Local Traffic <sup>1</sup>					
Entering by Ports in	1946	1947	1948	1949	1950
Atlantic Provinces .....	752,411	806,821	845,782	961,707	865,466
Quebec .....	173,148	199,670	234,153	218,196	276,231
Ontario .....	2,624,849	2,967,148	3,420,637	3,357,224	3,378,024
Manitoba .....	53,310	55,360	57,007	57,520	54,119
Saskatchewan .....	20,221	19,205	21,364	21,217	20,755
Alberta .....	12,243	18,024	19,143	17,674	19,717
British Columbia .....	59,776	77,356	89,324	90,221	95,722
Yukon .....	—	16	11	552	1,192
Canada .....	3,695,958	4,143,600	4,687,421	4,724,311	4,711,226

Traveller's Vehicle Permits <sup>1</sup>

Atlantic Provinces .....	83,147	93,417	104,982	130,751	148,265
Quebec .....	277,641	300,914	335,236	362,425	374,246
Ontario .....	903,096	1,005,194	1,125,956	1,200,491	1,236,290
Manitoba .....	22,797	24,407	24,516	31,129	26,315
Saskatchewan .....	9,723	9,702	11,663	14,155	15,715
Alberta .....	16,522	23,476	27,662	34,637	35,812
British Columbia .....	178,595	205,216	191,572	214,805	221,642
Yukon .....	585	1,527	2,401	1,561	1,863
Canada .....	1,492,106	1,663,833	1,823,988	1,989,954	2,060,148

## Commercial Vehicles

Atlantic Provinces .....	65,294	62,295	61,791	76,260	79,272
Quebec .....	21,631	25,339	27,403	36,750	44,238
Ontario .....	81,441	87,982	87,288	95,844	112,825
Manitoba .....	1,736	3,778	3,191	4,262	4,505
Saskatchewan .....	3,907	3,745	5,146	3,414	5,521
Alberta .....	3,237	4,401	2,746	3,155	3,862
British Columbia .....	5,836	6,175	7,989	8,538	10,980
Yukon .....	54	84	316	678	366
Canada .....	183,136	193,799	195,870	228,901	261,569

1. The expressions "Non-permit Class" and "Traveller's Vehicle Permits" are defined on page 41.

TABLE 15. Number of Foreign Automobiles and Other Vehicles Entering Canada, by Month of Entry, 1946-1950

Month	1946	1947	1948	1949	1950
<b>Non-permit Class — Local Traffic <sup>1</sup></b>					
January.....	162,652	189,790	225,540	244,609	250,428
February.....	157,998	167,863	224,075	239,202	229,037
March.....	213,741	210,224	258,309	253,881	259,925
April.....	241,622	241,501	310,508	315,660	315,198
May.....	295,963	330,240	423,911	406,528	394,928
June.....	394,558	431,926	479,661	501,106	484,504
July.....	524,577	590,979	666,898	695,554	690,785
August.....	492,504	643,812	641,671	626,231	634,708
September.....	376,832	425,942	502,099	456,460	467,622
October.....	325,014	368,243	368,271	388,556	382,285
November.....	270,330	292,881	299,995	302,135	296,431
December.....	240,167	250,199	286,483	294,389	305,375
<b>Total <sup>2</sup></b> .....	<b>3,695,958</b>	<b>4,143,600</b>	<b>4,687,421</b>	<b>4,724,311</b>	<b>4,711,226</b>
<b>Traveller's Vehicle Permits <sup>1</sup></b>					
January.....	26,780	24,306	28,243	32,590	36,185
February.....	29,847	25,083	33,329	35,826	39,006
March.....	47,492	34,247	46,087	46,160	47,711
April.....	64,550	58,241	69,907	83,510	87,058
May.....	105,499	114,875	134,440	153,988	144,640
June.....	183,362	203,916	191,954	221,002	237,867
July.....	300,635	362,638	407,884	453,045	471,823
August.....	332,407	409,433	408,026	426,302	437,145
September.....	181,734	198,865	253,564	264,467	277,388
October.....	111,696	126,180	128,121	141,089	143,124
November.....	68,497	68,284	74,967	76,120	80,104
December.....	39,607	37,785	47,466	55,855	58,097
<b>Total <sup>3</sup></b> .....	<b>1,492,106</b>	<b>1,663,853</b>	<b>1,823,988</b>	<b>1,989,954</b>	<b>2,060,148</b>
<b>Commercial Vehicles</b>					
January.....	11,815	13,288	13,309	14,993	18,817
February.....	11,984	13,505	12,199	14,908	17,596
March.....	14,938	14,049	14,681	17,609	20,278
April.....	15,296	16,608	16,299	16,266	18,878
May.....	18,794	16,827	15,911	18,584	21,935
June.....	17,301	17,477	17,627	19,591	23,628
July.....	15,431	17,816	16,643	20,572	23,481
August.....	16,947	17,204	18,224	23,163	25,410
September.....	15,558	17,000	18,453	22,085	24,148
October.....	16,200	17,928	18,356	21,431	24,049
November.....	14,823	16,681	17,251	19,918	21,941
December.....	14,049	15,416	16,917	19,781	21,408
<b>Total</b> .....	<b>183,136</b>	<b>193,799</b>	<b>195,870</b>	<b>228,901</b>	<b>261,569</b>

1. "Non-permit Class" and "Traveller's Vehicle Permits" are defined on page 41.

2. Includes 5,674 motorcycles, 21,711 bicycles and 76,406 taxis in 1950.

3. Includes 1,611 motorcycles, 1,828 bicycles and 1,968 Other Vehicles in 1950.

TABLE 16. Number of Foreign Travellers entering Canada from the United States, by Province of Entry, 1946-1950

Province of Entry	1946	1947	1948	1949	1950
(a) Rail <sup>1</sup>					
Atlantic Provinces .....	40,001	28,897	23,702	18,889	14,431
Quebec .....	239,263	244,961	223,040	198,552	163,862
Ontario .....	307,725	280,905	257,093	242,293	191,125
Manitoba .....	25,861	24,488	22,543	23,819	17,548
Saskatchewan .....	15,478	17,553	17,464	14,492	11,883
Alberta .....	603	1,220	1,288	1,594	1,474
British Columbia .....	56,616 <sup>2</sup>	49,519 <sup>2</sup>	44,077 <sup>2</sup>	51,670 <sup>2</sup>	47,874
Yukon .....	—	—	—	—	9,323
<b>Canada .....</b>	<b>685,547</b>	<b>647,543</b>	<b>589,207</b>	<b>551,309</b>	<b>457,520</b>
(b) Boat					
Atlantic Provinces .....	9,624	24,200	23,092	23,020	21,170
Quebec .....	3,183	5,122	1,670	1,646	1,706
Ontario .....	129,068	162,423	177,788	141,385	92,897
Manitoba .....	—	—	—	—	—
Saskatchewan .....	—	—	—	—	—
Alberta .....	—	—	—	—	25
British Columbia .....	197,433	142,161	132,388	134,188	95,719
Yukon .....	53	8	12	4	6
<b>Canada .....</b>	<b>339,361</b>	<b>333,914</b>	<b>334,950</b>	<b>300,243</b>	<b>211,523</b>
(c) Bus <sup>3</sup>					
Atlantic Provinces .....	13,056	9,508	9,724	9,904	9,323
Quebec .....	25,357	32,855	36,663	35,450	40,534
Ontario .....	308,813	352,538	383,638	338,244	309,955
Manitoba .....	5,189	5,843	6,500	2,846	4,745
Saskatchewan .....	147	280	203	899	368
Alberta .....	2,164	2,345	5,422	2,617	2,450
British Columbia .....	49,760	38,698	37,355	39,197	39,088
Yukon .....	—	—	—	—	—
<b>Canada .....</b>	<b>404,486</b>	<b>442,067</b>	<b>479,505</b>	<b>429,157</b>	<b>406,463</b>

1. After deducting intransit passengers across southern Ontario.

2. Including traffic intransit through British Columbia destined to Yukon.

3. Exclusive of local bus traffic between border communities but including intransit traffic.

TABLE 16. Number of Foreign Travellers Entering Canada from the United States, by Province of Entry, 1946-1950 - Concluded

Province of Entry	1946	1947	1948	1949	1950
(d) Airplane					
Atlantic Provinces .....	5,749	7,309	7,105	8,742	10,157
Quebec .....	40,637	29,744	28,202	33,522	40,072
Ontario .....	29,049	32,414	33,777	42,601	47,893
Manitoba .....	3,995	4,513	4,929	6,447	7,306
Saskatchewan.....	72	102	354	248	337
Alberta .....	2,852	7,144	11,610	9,815	17,022
British Columbia.....	16,513	22,522	25,006	27,461	27,403
Yukon <sup>1</sup> .....	11,297	9,292	4,601	6,910	8,232
Canada .....	110,164	113,040	115,584	135,746	158,422

1. Yukon traffic is practically all intransit to and from Alaska.

TABLE 17. Number of Foreign Travellers Entering Canada from the United States, by Month of Entry, 1946-1950

Month	1946	1947	1948	1949	1950
(a) Rail (Gross Entries)					
January .....	137,635	111,361	105,026	95,561	84,982
February .....	114,027	102,914	95,299	71,482	68,493
March .....	119,918	91,862	87,856	68,837	61,891
April .....	120,892	99,691	92,044	78,448	76,816
May .....	105,442	108,274	92,227	89,093	72,384
June .....	154,231	156,852	125,299	117,313	113,593
July .....	195,061	173,104	171,478	151,982	144,234
August.....	201,720	181,083	148,687	128,503	109,661
September.....	145,981	136,283	114,091	105,642	105,664
October.....	114,912	102,856	93,810	96,132	80,625
November .....	107,051	94,345	86,541	77,557	74,589
December .....	133,550	120,859	98,249	100,402	99,608
Total .....	1,650,420	1,479,484	1,310,607	1,180,952	1,092,540

## (b) Rail (Net Entries)

January .....	45,322	41,668	39,186	36,948	29,774
February .....	39,880	40,119	35,972	32,928	26,847
March .....	41,136	35,569	35,150	29,411	24,518
April .....	41,834	38,383	34,239	34,186	31,782
May .....	42,148	45,202	40,057	38,324	23,508
June .....	72,282	73,731	58,543	60,308	55,974
July .....	99,950	92,058	92,051	85,772	76,351
August.....	100,363	95,315	80,874	77,686	47,617
September.....	64,194	56,562	57,670	48,904	41,990
October.....	44,588	41,296	39,124	37,129	33,668
November .....	40,457	36,520	33,876	30,671	27,259
December .....	53,393	51,100	42,465	39,042	38,232
Total .....	685,547	647,523	589,207	551,309	457,520

**TABLE 17. Number of Foreign Travellers Entering Canada From the United States, by Month of Entry, 1946-1950 — Concluded.**

Month	1946	1947	1948	1949	1950
<b>(c) Boat</b>					
January.....	5,405	2,300	2,248	1,936	1,348
February.....	5,765	2,828	2,374	1,627	1,545
March.....	6,149	3,792	2,978	2,761	1,743
April.....	7,193	5,278	3,545	3,616	4,212
May.....	13,083	12,056	16,137	18,548	6,353
June.....	34,466	37,156	39,261	39,790	31,177
July.....	93,281	101,935	98,586	90,207	70,269
August.....	104,496	118,281	111,995	95,727	63,331
September.....	47,211	35,996	43,679	34,404	21,545
October.....	11,152	8,270	7,368	6,637	5,523
November.....	5,841	3,409	3,886	2,513	2,017
December.....	5,319	2,613	2,893	2,477	2,460
<b>Total.....</b>	<b>339,361</b>	<b>333,914</b>	<b>334,950</b>	<b>300,243</b>	<b>211,523</b>
<b>(d) Bus<sup>1,2</sup></b>					
January.....	11,351	13,005	14,111	12,558	11,446
February.....	12,383	11,973	14,222	13,908	12,442
March.....	14,259	11,317	14,454	13,691	13,885
April.....	16,327	19,504	17,035	17,837	19,107
May.....	27,791	28,726	33,719	31,793	33,830
June.....	41,215	48,710	51,105	54,012	48,598
July.....	85,302	98,342	105,381	95,325	91,439
August.....	88,394	104,362	106,398	82,308	81,840
September.....	41,721	44,491	57,492	50,377	42,664
October.....	29,919	27,826	26,851	25,548	21,521
November.....	19,565	16,973	19,638	16,522	14,569
December.....	16,259	16,838	19,099	15,278	15,122
<b>Total.....</b>	<b>404,486</b>	<b>442,067</b>	<b>479,505</b>	<b>429,157</b>	<b>406,463</b>
<b>(e) Airplane</b>					
January.....	5,571	4,462	4,690	5,814	7,408
February.....	6,147	5,095	5,296	6,032	7,549
March.....	6,323	6,595	6,172	7,748	8,657
April.....	6,673	7,716	7,501	8,985	11,051
May.....	8,692	10,477	9,851	12,866	14,449
June.....	10,523	11,906	13,179	16,092	17,794
July.....	13,622	14,815	14,494	18,267	19,858
August.....	15,874	16,638	15,539	17,297	20,424
September.....	12,363	12,803	13,844	15,132	16,947
October.....	9,634	10,067	10,145	11,016	13,665
November.....	7,610	6,407	7,491	8,220	9,960
December.....	7,132	6,059	7,382	8,277	10,660
<b>Total.....</b>	<b>110,164</b>	<b>113,040</b>	<b>115,584</b>	<b>135,746</b>	<b>158,422</b>

1. Exclusive of local bus traffic between border communities.

2. Includes a small percentage of intransit passengers across southern Ontario.

**TABLE 18. Number of Canadian Automobiles and Other Vehicles Travelling in the United States by Province of Re-Entry into Canada, 1946-1950**

	1946	1947	1948	1949	1950
<b>Length of Stay — 24 Hours or Less</b>					
Returning by Ports in:					
Atlantic Provinces.....	499,048	575,926	567,569	708,493	741,496
Quebec .....	198,296	241,669	235,403	255,647	368,932
Ontario .....	552,813	601,807	591,232	762,970	837,120
Manitoba.....	45,771	54,493	47,818	53,893	57,026
Saskatchewan .....	35,072	36,231	29,000	32,502	32,989
Alberta .....	17,208	19,226	21,319	25,854	27,725
British Columbia .....	202,486	271,816	249,254	278,749	289,452
Yukon .....	—	—	1	3	42
<b>Canada.....</b>	<b>1,550,694</b>	<b>1,801,168</b>	<b>1,741,596</b>	<b>2,118,111</b>	<b>2,354,782</b>
<b>Length of Stay — Over 24 Hours</b>					
Atlantic Provinces.....	6,140	10,243	11,253	17,684	21,007
Quebec .....	37,641	51,977	46,882	60,303	77,137
Ontario .....	66,272	71,999	66,502	120,814	151,855
Manitoba.....	11,614	17,729	14,739	20,821	21,573
Saskatchewan .....	7,271	9,782	11,279	15,197	16,719
Alberta .....	3,518	8,503	12,119	17,536	20,953
British Columbia .....	34,741	39,555	37,534	79,847	88,644
Yukon .....	—	—	7	4	7
<b>Canada.....</b>	<b>167,197</b>	<b>209,788</b>	<b>200,315</b>	<b>332,206</b>	<b>397,895</b>
<b>Commercial Vehicles</b>					
Atlantic Provinces.....	57,215	59,569	57,085	60,837	76,553
Quebec .....	26,552	28,026	29,005	32,548	49,802
Ontario .....	35,908	56,273	55,473	65,490	71,948
Manitoba.....	4,206	7,319	5,106	5,261	6,360
Saskatchewan .....	5,497	7,325	6,907	6,407	7,586
Alberta .....	6,402	6,994	5,604	5,229	5,447
British Columbia .....	13,890	15,942	18,580	17,643	21,533
Yukon .....	—	4	64	49	29
<b>Canada.....</b>	<b>149,670</b>	<b>181,452</b>	<b>177,824</b>	<b>193,464</b>	<b>239,258</b>

TABLE 19. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-Entry into Canada, 1946-1950

Month	1946	1947	1948	1949	1950
<b>Length of Stay — 24 Hours or Less</b>					
January .....	78,383	96,935	83,263	116,110	130,265
February .....	72,338	93,195	82,722	109,327	126,339
March .....	101,534	121,419	108,764	130,750	148,200
April .....	109,738	139,094	120,027	160,391	181,864
May .....	146,250	165,239	153,570	197,556	206,627
June .....	149,138	174,863	160,091	198,556	218,359
July .....	170,774	212,141	194,261	248,819	270,134
August .....	175,613	219,559	203,857	230,555	254,900
September .....	154,289	174,749	177,600	198,195	217,405
October .....	146,566	176,099	173,654	203,816	226,960
November .....	128,540	136,791	148,253	163,838	187,213
December .....	117,531	91,084	135,534	160,198	186,516
<b>Total</b> <sup>1</sup> .....	<b>1,550,694</b>	<b>1,801,168</b>	<b>1,741,596</b>	<b>2,118,111</b>	<b>2,354,782</b>
<b>Length of Stay — Over 24 Hours</b>					
January .....	4,098	5,154	4,576	7,457	8,938
February .....	3,684	5,485	3,962	6,175	7,751
March .....	6,375	8,148	7,768	11,825	12,626
April .....	10,315	14,322	9,496	23,123	27,526
May .....	15,251	15,287	14,810	23,462	22,359
June .....	15,959	18,528	16,493	28,183	31,052
July .....	26,697	35,336	34,110	61,955	67,967
August .....	28,652	40,009	39,877	60,000	76,830
September .....	21,478	26,294	26,552	43,371	52,375
October .....	17,512	24,223	21,971	34,689	43,662
November .....	10,399	11,791	12,497	19,349	25,560
December .....	6,777	5,211	8,203	12,617	21,249
<b>Total</b> <sup>2</sup> .....	<b>167,197</b>	<b>209,788</b>	<b>200,315</b>	<b>332,206</b>	<b>397,895</b>
<b>Commercial Vehicles</b>					
January .....	10,865	12,839	11,793	14,448	16,557
February .....	11,392	15,325	11,743	14,478	18,658
March .....	13,195	15,771	13,149	16,862	20,265
April .....	10,678	13,201	12,535	14,886	16,079
May .....	12,570	15,348	15,307	16,153	19,323
June .....	13,069	15,684	16,034	17,247	20,137
July .....	14,067	16,636	17,150	15,086	20,731
August .....	13,892	17,303	17,765	17,483	25,432
September .....	13,239	16,490	16,383	16,069	21,236
October .....	12,718	17,297	16,125	17,746	21,213
November .....	12,398	13,769	15,659	16,802	19,746
December .....	11,587	11,789	14,181	16,204	19,881
<b>Total</b> .....	<b>149,670</b>	<b>181,452</b>	<b>177,824</b>	<b>193,464</b>	<b>239,258</b>

1. Includes 10,805 motorcycles, 26,877 bicycles and 106,403 taxis in 1950.

2. Includes 1,170 motorcycles, 189 bicycles and 932 taxis in 1950.

TABLE 20. Number of Canadians Returning From the United States by Province of Re-Entry Into Canada, 1946-1950

Province of Re-entry	1946	1947	1948	1949	1950
(a) Rail					
Atlantic Provinces .....	24,991	22,651	19,813	18,185	13,196
Quebec .....	187,393	203,691	165,160	175,446	153,814
Ontario .....	319,354	282,413	234,187	260,586	245,995
Manitoba .....	24,071	25,950	21,020	27,831	20,196
Saskatchewan .....	8,152	8,949	7,880	7,817	5,955
Alberta .....	616	1,002	879	977	770
British Columbia .....	40,146 <sup>1</sup>	41,021 <sup>1</sup>	28,434 <sup>1</sup>	41,272 <sup>1</sup>	57,179
Yukon .....	—	—	—	—	1,740
Canada .....	604,723	585,677	477,373	532,114	498,845
(b) Boat					
Atlantic Provinces .....	22,752	28,376	32,469	39,064	34,442
Quebec .....	1,880	4,481	4,418	1,086	4,418
Ontario .....	34,329	41,861	40,903	40,790	10,536
Manitoba .....	—	—	—	—	—
Saskatchewan .....	—	—	—	—	—
Alberta .....	—	—	—	—	10
British Columbia .....	41,848	26,140	20,462	26,741	17,157
Yukon .....	26	3	14	—	2
Canada .....	100,835	100,861	98,266	107,681	66,565
(c) Bus <sup>2</sup>					
Atlantic Provinces .....	12,271	11,225	9,331	12,960	14,670
Quebec .....	31,635	37,591	39,208	59,560	67,270
Ontario .....	317,419	353,504	294,790	380,175	390,676
Manitoba .....	14,268	15,433	18,806	10,029	17,522
Saskatchewan .....	618	828	707	1,123	1,176
Alberta .....	2,779	2,982	3,126	3,985	4,069
British Columbia .....	63,396	81,853	77,071	95,460	81,695
Yukon .....	—	—	—	—	—
Canada .....	442,386	503,416	443,039	563,292	577,078

1. Including traffic intransit through British Columbia destined to Yukon.

2. Exclusive of local bus traffic between border communities.

**TABLE 20. Number of Canadians Returning from the United States  
by Province of Re-Entry into Canada, 1946-50 - Concluded**

Province of Re-entry	1946	1947	1948	1949	1950
<b>(d) Airplane</b>					
Atlantic Provinces .....	1,696	2,682	2,713	3,963	4,669
Quebec .....	21,486	17,583	17,544	22,005	31,106
Ontario .....	27,853	27,174	33,874	43,917	51,629
Manitoba .....	2,879	2,924	2,738	3,588	5,416
Saskatchewan .....	25	19	66	75	146
Alberta .....	1,744	1,290	1,255	1,326	2,104
British Columbia .....	7,565	12,992	12,382	15,504	16,051
Yukon .....	360	365	312	341	394
<b>Canada .....</b>	<b>63,608</b>	<b>65,029</b>	<b>70,884</b>	<b>90,719</b>	<b>111,515</b>

**TABLE 21. Number of Canadians Returning from the United States  
by Month of Re-Entry into Canada, 1946-1950**

Month	1946	1947	1948	1949	1950
<b>(a) Rail (Gross Entries)</b>					
January .....	57,290	47,633	39,227	43,365	47,910
February .....	57,294	38,763	30,359	31,095	28,560
March .....	44,302	43,792	39,491	33,095	31,014
April .....	47,640	52,618	33,960	50,606	44,903
May .....	36,202	44,528	37,946	41,185	32,015
June .....	43,399	45,320	33,856	40,583	40,813
July .....	60,858	63,607	49,863	63,410	55,136
August .....	69,009	69,538	54,945	62,795	48,996
September .....	54,775	52,601	44,284	50,020	43,656
October .....	50,106	51,009	42,721	44,495	46,284
November .....	39,290	37,522	32,173	32,622	36,423
December .....	44,558	38,746	38,548	38,843	43,135
<b>Total .....</b>	<b>604,723</b>	<b>585,677</b>	<b>477,373</b>	<b>532,114</b>	<b>498,845</b>

**(b) Rail (Net Entries)**

January .....	56,208	46,829	38,516	42,766	47,492
February .....	56,297	38,284	29,841	30,637	28,206
March .....	43,130	43,194	38,635	32,595	30,523
April .....	46,416	51,633	33,160	49,786	44,266
May .....	35,263	43,705	37,159	40,245	31,194
June .....	42,466	44,420	33,091	39,641	40,075
July .....	59,753	62,742	48,975	62,045	54,270
August .....	67,998	68,496	53,949	61,765	48,326
September .....	53,920	51,775	43,405	49,102	42,902
October .....	49,128	50,146	41,931	43,741	45,588
November .....	38,411	36,631	31,486	31,882	35,647
December .....	43,609	37,802	37,747	38,012	42,201
<b>Total .....</b>	<b>592,599</b>	<b>575,657</b>	<b>467,895</b>	<b>522,217</b>	<b>490,690</b>

**TABLE 21. Number of Canadians Returning from the United States  
by Month of Re-Entry Into Canada, 1946-1950 - Concluded.**

Month	1946	1947	1948	1949	1950
<b>(c) Boat</b>					
January.....	3,690	2,075	2,954	2,618	3,198
February.....	3,045	2,240	2,744	2,363	2,661
March.....	2,993	2,547	2,772	2,506	3,404
April.....	3,394	3,052	2,587	4,279	3,021
May.....	5,739	4,307	4,360	4,667	3,729
June.....	10,028	10,947	9,179	10,303	6,634
July.....	22,562	19,593	22,327	29,580	12,169
August.....	21,790	29,685	25,891	26,238	11,855
September.....	15,440	14,674	14,383	12,683	6,752
October.....	4,877	4,663	4,425	4,716	4,927
November.....	3,752	3,258	3,216	3,820	3,767
December.....	3,525	3,820	3,428	3,908	4,448
<b>Total.....</b>	<b>100,835</b>	<b>100,861</b>	<b>98,266</b>	<b>107,681</b>	<b>66,565</b>
<b>(d) Bus <sup>1</sup></b>					
January.....	23,847	26,133	23,317	26,148	28,785
February.....	22,519	24,490	21,979	25,669	27,641
March.....	28,178	31,286	26,937	33,073	35,584
April.....	29,412	34,474	26,701	43,659	45,718
May.....	33,309	39,607	36,052	50,449	45,005
June.....	37,185	48,578	40,931	53,924	53,061
July.....	57,078	68,477	57,405	78,718	72,865
August.....	68,094	77,156	69,423	78,543	82,345
September.....	48,381	51,246	51,990	60,331	56,611
October.....	36,373	47,134	38,777	47,587	51,110
November.....	30,285	32,926	25,931	33,236	38,963
December.....	27,725	21,909	23,596	31,955	39,390
<b>Total.....</b>	<b>442,386</b>	<b>503,416</b>	<b>443,039</b>	<b>563,292</b>	<b>577,078</b>
<b>(e) Airplane</b>					
January.....	4,721	3,803	3,791	5,318	5,613
February.....	3,659	4,052	3,708	5,163	5,936
March.....	4,740	5,684	5,454	7,332	7,872
April.....	5,426	6,861	6,051	9,152	10,786
May.....	5,329	5,904	6,472	8,732	10,158
June.....	4,821	5,287	6,741	8,605	9,437
July.....	5,157	5,412	7,203	8,030	9,414
August.....	6,333	6,369	6,304	8,178	10,635
September.....	7,114	6,587	7,356	9,547	11,050
October.....	6,597	6,741	7,415	8,931	12,182
November.....	5,232	4,639	5,357	6,529	9,598
December.....	4,479	3,690	5,032	5,202	8,834
<b>Total.....</b>	<b>63,608</b>	<b>65,029</b>	<b>70,884</b>	<b>90,719</b>	<b>111,515</b>

1. Exclusive of local bus traffic between border communities.

## Description of Methods

## I. CANADIAN TRAVEL IN THE UNITED STATES

## A. Automobile Traffic

Customs officials stationed at each port of entry between Canada and the United States file with the Dominion Bureau of Statistics a copy of Form E 60 A for each Canadian automobile returning to Canada from the United States. Form E 60 A is a short questionnaire which requests the following information:

1. Number of persons in the automobile.
2. Length of stay in the United States.
3. Amount spent in the United States by all persons in the automobile.

An answer to question (3) is given voluntarily in nearly every case, and questions (1) and (2) are completed by the port officials. During periods of exceptionally heavy traffic at a few of the busier ports there are times when it is not possible to obtain answers to any of the questions. During such periods, however, a blank copy of the form stamped with the name of the port and the date of entry is filed for each returning automobile. In recent years more than 90 per cent of Forms E 60 A have been complete in all respects.

Forms E 60 A are used for two purposes: (1) The number of forms filed per month indicates the number of Canadian cars returning from the United States. Those forms which include an answer to the first question regarding number of persons in the car furnish a sample from which the total number of persons in all cars can be calculated each month.

Those forms which include an answer to the expenditure question furnish a sample of expenditures per car from which the total expenditures of all cars can be calculated each month. Separate records are maintained of the numbers of cars remaining out of Canada for (a) one day, (b) two days, and (c) three days and over, and appropriate sample expenditures are applied to each group.

## B. Other Types of Traffic

Immigration officials stationed at each port of entry between Canada and the United States make a count of all residents of Canada returning from the United States each month, classifying them according to the following means of travel used in returning to Canada:

1. Train
2. Boat
3. Airplane
4. Through Bus
5. Other (including automobile, commercial vehicle, local bus, pedestrian etc.)

Average expenditure per person for each of the first four of these types of traffic are obtained on a sample basis by the use of a questionnaire post card distributed by Immigration officials at the ports. The residual traffic mentioned in the fifth classification above, after an appropriate deduction for automobiles, is given an estimated expenditure value based on observation of local characteristics at some of the more important ports where the amount of expenditures are of some significance.

## II. UNITED STATES TRAVEL IN CANADA

## A. Automobile Traffic

Statistical procedure respecting United States residents entering Canada by automobile has been patterned upon Customs procedure, in accordance with the methods used by the Canadian Customs in permitting entry of such vehicles into Canada.

All automobile traffic is classified in one or other of the following three groups:

- (a) Summer residents
- (b) Commuters
- (c) Local permit-holders.

1. Non-permit local traffic.
2. Holders of traveller's vehicle permits who do not come within the following special classes:
  - (a) Summer residents
  - (b) Commuters
  - (c) Local permit-holders

Permit-holders not coming within (a), (b), or (c) above comprise the "Tourist" class of permit-holders.

3. Holders of traveller's vehicle permits who come within one or other of the following special classes:

The first of these groups, "Non-permit local traffic", consists of cars which are not required to apply for Customs permits. They are restricted to travel within the jurisdiction of the port of entry and may not remain within Canada more than 48 hours. Monthly records of volume and expenditures of this type of traffic are maintained by a procedure similar to that used in the case of Canadian automobiles visiting the United States and described above under IA. The questionnaire which is used in this case, referred to as Form E 49, contains two questions only:

- (a) Number of persons in the automobile.
- (b) Amount spent in Canada by all persons in the automobile.

The American motoring public has responded generously to the use of this form and a satisfactory

expenditure sample has been obtained, although the percentage of completed forms is not as high as in the case of Form E 60 A.

As the use of the Form E 49 is restricted to cars which remain in Canada less than 48 hours, the statistical procedure is somewhat simpler than it is in the case of Form E 60 A where length of stay has to be taken into consideration.

The second group referred to above consists of motorists who are required to apply for a traveller's vehicle permit. They are persons who wish to remain in Canada longer than 48 hours, or to travel beyond the jurisdiction of the port of entry. Permits are issued for specific periods up to a maximum of one year and give a complete record of the visit consisting of the following items:

- (a) Dates of entry and exit
- (b) Ports of entry and exit
- (c) State of registration of the vehicle
- (d) Number of persons in the vehicle.

In addition there is a voluntary expenditure questionnaire requesting the amount spent in Canada by all persons in the automobile, which is generally answered by more than three-quarters of the motorists to whom permits are issued.

The third group referred to above consists of permit-holders who are classed as summer residents, commuters or locals. These are: (1) Americans who have summer residences in Canada, or (2) Persons dwelling in the United States and working in Canada, or (3) residents of border communities, other than summer residents or commuters, who make frequent visits of short duration to Canada. In order to facilitate border crossings by these persons, most of whom are known personally to the border officials, they are issued traveller's vehicle permits good for periods of six months or more, one copy of which they are allowed to retain in their possession until expiry date. When these special types of permits

are finally surrendered the permit-holders are requested to estimate their total expenditures in Canada for the whole period of validity of the permit. In order to have a complete record of all border crossings, however, a record is maintained (by the use of Form E 49) of all intermediate trips made by these special permit-holders, and, after the first one on which the permit is issued, the count of these crossings is included with non-permit local traffic. Thus these special travellers are presented in the volume of travel figures of both the main groups of automobile traffic, which are referred to in (1) and (3) above.

### B. Other Types of Traffic

- 1. Train
- 2. Boat
- 3. Airplane
- 4. Through bus
- 5. Other (including automobile, commercial vehicle, local bus, pedestrian, etc.)

The volume of traffic for each of the classifications shown above is obtained monthly by Canadian immigration officials stationed at the border. In the case of train and through bus traffic, adjustments are made to the total count of passengers on account of intransit traffic moving across Southern Ontario.

Expenditure estimates for each of the first four of these types of traffic are obtained on a sample basis by the use of a questionnaire post card distributed by United States border officials to the travellers on their return to the United States. These cards are addressed to the United States Department of Commerce which calculates average expenditure rates, and the data are made available to the Dominion Bureau of Statistics. The residual traffic mentioned in the fifth classification is handled in the same manner as the residual Canadian traffic returning from visits to the United States. (See above under "1.B").

## III. OVERSEAS TRAVEL

Data on volume of traffic are obtained from two sources: (1) The Canadian Immigration Service furnishes the number of Canadians returning and the number of non-residents entering through Canadian ocean ports divided into immigrants and non-immigrants. (2) The United States Immigration and Na-

turalization Service has kindly furnished the number of Canadians returning and the number of non-residents arriving at United States ocean ports with the intention of proceeding overland to Canada. Average expenditure per person is obtained by means of questionnaires.

Note: Further details on description of methods appear on pages 4-9 in "Travel Between Canada and Other Countries, 1949".

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(GOVERNMENT OF CANADA)

TRAVEL BETWEEN CANADA  
AND  
OTHER COUNTRIES  
1951



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**Classifications used in this Report are defined as follows:**

1. "Commercial Vehicles" are trucks used for commercial purposes.
2. Highway Traffic not classified as commercial vehicles consists of automobiles, taxis, motorcycles and bicycles.

**3. Foreign Vehicles Inward**

- (a) Non-Permit Class consists of local vehicles which do not require Customs permits. They are restricted to travel within the jurisdiction of the port and may not remain in Canada more than 48 hours.

Also included are the repeat trips of commuters and others who cross the border frequently on commuting permits. (See below).

- (b) Traveller's vehicle permits are issued to foreign vehicles which remain in Canada longer than 48 hours or which travel beyond the jurisdiction of the port of entry. (Thus a motorist who intends to leave the country at a point other than that of entry must apply for a traveller's vehicle permit).

These permits are usually valid for periods of 60 days or 6 months, but more than 50 per cent of all permits issued each year are used for visits of less than 48 hours.

Also included in this class are commuting permits which entitle the holders to cross the border frequently during the tenure of their permits. Repeat trips after the first, however, are included in the non-permit class, as mentioned above.

**4. Canadian Vehicles Inward**

Canadian vehicles returning to Canada are classified by length of stay depending upon whether they are abroad for more or less than 24 hours.

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N.B. A description of the methods used in calculating expenditures in Canada of non-resident travellers appears on pages 4-9 of "Travel between Canada and Other Countries, 1949".

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# TRAVEL BETWEEN CANADA AND OTHER COUNTRIES, 1951

## Foreign Travel Expenditures in Canada Maintained at High Level

Foreign travel expenditures in Canada were maintained in 1951 at a level very close to that of 1950. Total expenditures at \$274 million were only \$1 million below those of 1950 and \$11 million below the record of 1949. Ninety-four per cent of the total, or \$258 million, was spent by residents of the United States and the remainder, or \$16 million, by residents of overseas countries, principally the United Kingdom. Receipts from foreign travel have been at a consistently high level throughout the period of four years from 1948 to 1951, changes from year to year being of a minor nature. Travel receipts in each of these years have surpassed those of any other year by a margin of \$20 million or more.

In contrast expenditures of Canadian travellers outside of Canada rose to a new peak of \$280 million, as is described later in this report.

Canadian immigration officials report a total of 24.9 million visits to Canada by non-residents in 1951. This constitutes an increase over each of the two preceding years and comes close to the record of 25.1 million in 1948. These visits are made by vacationists, summer residents, commuters, business men and all other persons entering the country except immigrants. They include repeat visits by

commuters and others who cross the border many times during a year. They also include persons whose only purpose in entering Canada is to take the most direct route between two points in the United States. Well over 99 per cent come from the United States and social visits to friends and relatives are an important element of the total. The visits range in length from an hour or less to as long as a year, but only 15 or 16 per cent of the total last longer than 48 hours because of the predominance of casual local visits in the total count.

To find out how much money these visitors spend in Canada during a year it is obviously impossible to canvass them all. The only practical method is to estimate their expenditures on the basis of statements obtained from a representative sample of the total volume of traffic. Before the sample expenditure rate can be multiplied by the total volume of traffic, evidence must be obtained that the sample accurately represents a true cross-section of all visits. The smaller the size of the sample, the larger will be the error in the resulting estimate if the sample should emphasize one type of traffic at the expense of another.

**STATEMENT 1. Number and Expenditures of United States Travellers in Canada 1949-1951**

Type of Transportation	Number of Persons			Expenditures		
	1949	1950	1951	1949	1950	1951 <sup>1</sup>
	Thousands			\$ Millions		
Automobile:						
Non-permit or local traffic.....	8,749	8,843	9,000	18.7	20.1	18.8
Customs Permits.....	5,857	6,029	6,520	126.6	128.0	132.8
Repeat trips of permit holders .....	3,057	2,600	2,982	—	—	—
<b>Total.....</b>	<b>17,663</b>	<b>17,472</b>	<b>18,502</b>	<b>145.3</b>	<b>148.1</b>	<b>151.6</b>
Non-Automobile:						
Rail.....	1,181	1,093	1,116	52.8	43.5	43.6
Boat.....	300	212	259	13.8	13.7	10.5
Through Bus .....	429	406	407	24.4	20.8	17.7
Plane .....	136	158	175	17.6	21.4	22.2
Other.....	4,560	4,176	4,421	13.2	12.2	12.4
<b>Total.....</b>	<b>6,606</b>	<b>6,045</b>	<b>6,378</b>	<b>121.8</b>	<b>111.6</b>	<b>106.4</b>
<b>Grand Total .....</b>	<b>24,269</b>	<b>23,517</b>	<b>24,880</b>	<b>267.1</b>	<b>259.7</b>	<b>258.0</b>

1. Subject to revision.

In estimating international travel expenditures the Dominion Bureau of Statistics makes use of classifications of travellers already in use by Canadian customs and immigration officials. Customs officials permit non-resident motorists to import their vehicles free of duty on satisfactory evidence that the vehicle will not remain in Canada. Motorists who intend to travel beyond the jurisdiction of the port of entry and those who intend to remain longer than 48 hours irrespective of their destination are required to apply for traveller's vehicle permits. These permits are prepared in triplicate, one copy of each permit being forwarded by customs officials to the Dominion Bureau of Statistics. The Bureau's figures regarding length of stay and United States federal state of origin are thus obtained not from a sample but from 100 per cent of the traffic entering Canada on customs

permits. The Bureau's copy of the permit, which is retained by the driver throughout his visit, contains an expenditure question: "Approximate total amount spent in Canada on this visit by you and those in your vehicle for all purposes - Examples: gas, oil, repairs, lodging, food, beverages, merchandise, amusements, etc." In 1951, 79 per cent of all permit-holding motorists answered this question, thus providing a 79 per cent sample for the Bureau's estimate of expenditures by this type of traffic. In Ontario, where there is a heavy volume of short term traffic proceeding intransit between Buffalo and Detroit, the expenditure sample was as large as 90 per cent. There is no reason to believe that the sample is selective with regard to either short or long term traffic and its large size gives ample assurance that expenditure estimates based upon it are accurate.

### STATEMENT 2. Expenditures of United States Travellers in Canada by Length of Stay, 1951

Mode of Travel	Number of Persons	% of Grand Total	Expenditures <sup>1</sup>	% of Grand Total
		%	\$	%
Short Term Traffic:				
Automobile:				
Non-permit or local traffic .....	8,999,860	36.17	18,829,723	7.30
Customs permit holders:				
Commuters .....	4,768	0.02	619,843	0.24
Locals .....	8,221	0.03	473,089	0.18
Repeat trips .....	2,982,307	11.99	—	—
Other				
1 days' stay .....	2,484,975	9.99	6,209,848	2.41
2 days' stay .....	1,328,965	5.34	10,152,110	3.93
Rail, intransit .....	623,754	2.51	—	—
Bus, intransit .....	83,532	0.33	250,596	0.10
Airplane intransit .....	6,907	0.03	20,721	0.01
Other travellers (pedestrians, local bus etc.) .....	4,421,170	17.77	12,407,849	4.81
<b>Total .....</b>	<b>20,944,459</b>	<b>84.18</b>	<b>48,963,779</b>	<b>18.98</b>
Long Term Traffic:				
Automobile:				
Customs permit holders:				
Summer Residents .....	29,876	0.12	4,330,817	1.68
Other				
More than two days' stay .....	2,662,575	10.70	111,030,794	43.03
Rail .....	492,107	1.98	43,572,214	16.89
Bus .....	323,847	1.30	17,461,604	6.77
Airplane, intransit .....	168,267	0.68	22,169,301	8.59
Boat .....	258,396	1.04	10,470,311	4.06
<b>Total .....</b>	<b>3,935,068</b>	<b>15.82</b>	<b>209,035,041</b>	<b>81.02</b>
<b>Grand Total .....</b>	<b>24,879,527</b>	<b>100.00</b>	<b>257,998,820</b>	<b>100.00</b>

1. Subject to revision.

Analysis of all visits to Canada by permit-holding motorists in 1951, exclusive of summer residents and other special classes, is given in Table 1. The most important fact revealed by Table 1 is that 57 per cent of all visits to Canada by permit-holding motorists (excluding special classes) lasted less than 48 hours. Expenditures of these short term visits amounted to only 13 per cent of the total for

short and long visits. Expenditures per visit by short term permit-holders are little more than those of non-permit motorists and can well be considered with those of the latter.

The longer term visits of motorists, lasting more than 48 hours, contain most of the vacation traffic and can be studied with advantage apart from the

short term visits. For the great majority (90 per cent of the long term group) who remain for three days to two weeks, average daily expenditures per person range from about \$5 to about \$7. Arithmetic averages such as these are only of value when considered in relation to the series which they represent. As an illustration, the average income of residents of the State of New York in 1950 was \$1,864. This figure is based on the total population of the state including children, persons of advanced age, inmates of institutions and others not productively engaged. It goes without saying that the average income of those persons in New York State who are gainfully employed would be much higher. Similarly, average expenditures on travel based on the total number of travellers including children and people who are merely visiting friends or relatives are much lower than expenditures of a typical vacationist travelling without children and making use of public accommodation.

Expenditures in Canada by permit-holding motorists, calculated on the basis of the sample de-

scribed above, totalled \$133 million in 1951, or more than half the aggregate expenditures by all types of traffic from the United States which amounted to \$258 million. Expenditures of the other types of traffic originating in the United States — persons travelling by rail, boat, bus and plane, and non-permit or local motorists — are estimated by methods similar to those described above, separate expenditure samples being used for each type of transportation. Expenditures of non-permit motorists are obtained from Canadian Customs Form E 49, on 82 per cent of which expenditures are reported. Expenditure rates for each of the non-automobile groups are obtained by the United States Department of Commerce through the use of a questionnaire post card distributed by United States customs officials to approximately one returning traveller out of every seven. Expenditure data for each of these groups are forwarded monthly by the United States Department of Commerce to the Dominion Bureau of Statistics.

#### Travellers from the United States - Volume Higher, Little Change in Expenditures

In spite of an increase of six per cent in the number of visits from the United States in 1951, expenditures from that country were just under those of 1950. The drop was only \$2 million — from \$260 million in 1950 to \$258 million in 1951. The drop in spending accompanied by an increase in the number of visits indicates a drop in average spending per visit, which may be due to shorter visits or lighter spending per day or a combination of the two. There has been a steady decline since 1947 in the average length of visit of motorists travelling on customs permits. If special groups such as summer residents and commuters are excepted the decline has been as follows:

Year	Average Length of Visit in Days
1947.....	5.39
1948.....	5.28
1949.....	4.99
1950.....	4.80
1951.....	4.51

This drop, amounting to 16 per cent between 1947 and 1951, has partly offset a counter trend towards heavier spending per day which occurred during the same period. Thus total expenditures of permit-holding motorists were only 4 per cent larger in 1951 than in 1950 although there was an increase of 8 per cent in the number of visits.

#### STATEMENT 3. Average Declared Expenditure per Car of Non-Resident Motorists Travelling in Canada on Customs Permits, by Class of Permit, 1947-1951

Class of Permit	1947	1948	1949	1950	1951
	\$	\$	\$	\$	\$
Commuter.....	311.04	372.07	296.07	311.90	288.16
Summer Resident .....	415.28	440.99	384.42	299.11	345.66
Local .....	99.48	97.52	91.43	91.86	131.57
Other .....	61.66	63.34	66.53	60.29	57.25

An important factor contributing to the shorter average visit has been the growing volume of intrastate motor traffic cutting across Southern Ontario between Detroit and Buffalo. During recent years one and two-day trips between St. Clair-Detroit River ports and Fort Erie-Niagara Falls have represented a steadily increasing proportion of the total number of cars to enter Ontario from the United States on customs permits. If special

groups such as summer residents and commuters are omitted these short-cut motorists have increased from 20.5 per cent of total entries into the Province in 1946 to 25.6 per cent in 1951. Thus one out of every four permit-cars which enters Ontario is in charge of a person who appears to be more concerned with a direct route between two points in the United States than with a visit to Canada.

**STATEMENT 4. Number of Non-Resident One and Two-Day Automobiles Travelling on Customs Permits<sup>1</sup> Intransit Between Selected Border Points in Ontario, 1947-1951**

Border Points	1947	1948	1949	1950	1951
Fort Erie — Windsor .....	74,301	87,041	97,383	115,297	121,358
Niagara Falls — Windsor .....	69,445	79,809	83,866	92,148	102,816
Fort Erie — Sarnia .....	14,700	22,397	26,168	31,384	35,129
Niagara Falls — Sarnia .....	43,469	53,680	59,054	61,019	71,935
<b>Total of Above .....</b>	<b>201,915</b>	<b>242,927</b>	<b>266,471</b>	<b>299,848</b>	<b>331,238</b>
<b>Total Number of Cars<sup>1</sup> entering Ontario irrespective of length of visit .....</b>	<b>968,448</b>	<b>1,093,528</b>	<b>1,148,436</b>	<b>1,184,577</b>	<b>1,291,475</b>
Intransit traffic as percentage of total traffic .....	20.8	22.2	23.2	25.3	25.6

1. Exclusive of commuters, summer residents and locals.

The increase in 1951 in expenditures of motorists amounting to \$3 million, was more than offset by a decrease of \$5 million in expenditures of non-motorists. In the case of the non-motorists there appears to have been little change in the length of visit, but average daily expenditures were six per cent lower than in 1950. An analysis of expenditures according to method of transportation

shows that the decline from the year before was due to lower spending by two types of traffic only: passengers travelling by boat and by through bus. Persons proceeding by rail and plane and the residual group which includes pedestrians and local bus passengers, like the motorists, all spent slightly more than in the year before.

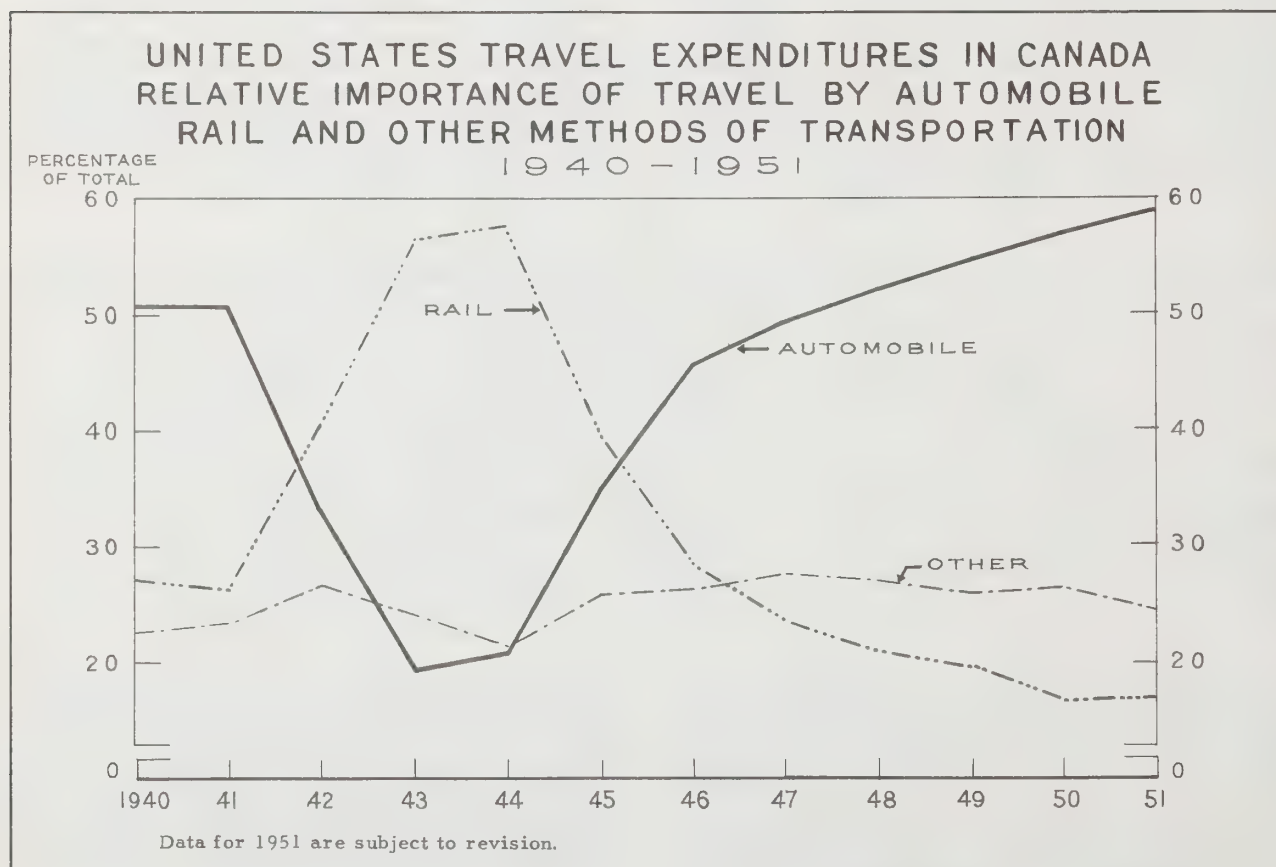


Chart 1 shows the relative importance of United States travel expenditures in Canada according to various types of transportation over a period of 12 years. In each of the past four years expenditures of motorists have exceeded those of all the non-automobile groups. This was also the case in the early war years before emergency restrictions were placed on motor travel. As a result of the restrictions the relative importance of the train and the automobile were almost exactly reversed during

the greater part of the war. Then in 1945 with the removal of some of the restrictions and the resumption of automobile construction the automobile curve took a sharp upward turn, accompanied by an equally sharp drop in rail traffic. The chart depicts dramatically the preference which the traveller has for the automobile when it is available. The relative importance of types of transportation other than automobile and train declined moderately during the war but since then remained quite stable.

### Receipts from United States Travellers In Canada Classified by Province of Entry

Lack of information on the movements of American travellers within Canada makes it impossible to allocate expenditures according to the provinces in which they are made. It is possible to classify expenditures according to the provinces through which the travellers enter Canada, but such

figures are only generally indicative of provincial receipts from foreign travel, being subject to an unknown volume of interprovincial travel. A distribution of United States travel expenditures in Canada by province of entry for the years 1947-1951 is given in Statement 5.

### STATEMENT 5. Distribution of United States Travel Expenditures in Canada by Province of Entry, 1947-1951

Province of Entry	Percentage of Total				
	1947	1948	1949	1950	1951 <sup>2</sup>
Atlantic Provinces <sup>1</sup> .....	7.0	7.9	7.0	8.7	8.6
Quebec.....	18.6	18.0	18.8	19.8	19.1
Ontario.....	54.2	56.5	56.1	50.4	49.8
Manitoba .....	2.9	2.8	2.7	2.9	2.4
Saskatchewan .....	1.5	1.6	1.4	1.4	1.5
Alberta.....	1.9	2.4	2.6	3.3	3.3
British Columbia .....	13.9	10.8	11.4	13.5	15.3
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

1. Entering mainly through ports in New Brunswick.

2. Subject to revision.

Statement 5 indicates that American travellers entering Canada through each of the provinces from Manitoba to the Atlantic accounted for a smaller proportion of total expenditures in 1951 than in 1950, while Alberta entries accounted for the same

proportion in each year and visitors arriving via Saskatchewan and British Columbia had a larger share in 1951. The change in British Columbia was considerably larger than that in any of the other provinces.

**STATEMENT 6. Average Declared Expenditure per Car of Non-Resident Motorists Travelling in Canada on Customs Permits<sup>1</sup> by Province of Exit 1947-1951**

Province of Exit	1947	1948	1949	1950	1951 <sup>2</sup>
	\$	\$	\$	\$	\$
Atlantic Provinces .....	99.47	102.36	98.34	82.62	78.62
Quebec .....	65.88	66.35	66.52	62.52	59.87
Ontario .....	53.09	54.05	57.93	51.09	48.11
Manitoba .....	91.25	97.33	88.47	93.84	80.88
Saskatchewan.....	78.74	69.56	91.48	92.01	91.07
Alberta .....	126.32	133.60	134.44	143.57	126.53
British Columbia.....	85.30	100.83	84.35	80.38	84.91
<b>Total .....</b>	<b>61.66</b>	<b>63.34</b>	<b>66.53</b>	<b>60.29</b>	<b>57.25</b>

1. Exclusive of commuters, summer residents and locals.

2. Subject to revision.

A separate calculation is made for expenditures of travellers entering Canada by way of each province, with the exception of the four Atlantic provinces which are handled as a single unit. Statement 7 referring to the Province of Ontario can be taken as an example of the method used in each case. The average declared expenditure per car for permit-holding motorists, other than summer residents and other special classes, is \$48.11 per visit. This average is based on more than a million declarations of expenditures and constitutes a sample of 90 per cent of the total volume of this type of traffic. It includes thousands of vacation visits lasting for a week or two and accounting for \$200 or more per car. It also includes a much greater number of short term visits, a large proportion of which last for less than a day. The sample is not only very large but it constitutes an accurate cross-section of the total traffic. An analysis by mechanical tabulation shows that 61 per cent of all visits to Ontario by permit-holding motorists last less than 48 hours. Consequently in an accurate expenditure sample for this type of traffic approximately 61 per cent of the visits should be shorter than 48 hours. Any estimate of

expenditures for Ontario based on a sample in which short term visits are not properly represented would be of little value. The large size and representative character of Bureau of Statistics expenditure samples assure that travel expenditures based on them are accurate. Statement 6 shows that average expenditure rates for entries via other provinces are considerably higher than for Ontario, ranging up to a maximum of \$126.53 for entries via Alberta. The low average expenditures in Ontario are principally due to the short duration of the average visit.

The average declared expenditure per car for non-permit or local traffic is based on an expenditure question on Canadian Customs Form E 49. The question is answered on 79 per cent of the forms.

The expenditure rates for non-automobile traffic are furnished by the United States Department of Commerce, which obtains the information from a questionnaire distributed by United States border officials to approximately one returning traveller out of every seven.

**STATEMENT 7. Method of Calculation of Travel Expenditures in Canada by Non-Residents  
Arriving from the United States via Ports of Entry in Ontario, 1951**

**A. Automobile Traffic**

Method of Transportation	Number of Cars Entering Canada during Year	Average Declared Expenditure Per Car Per Visit	Estimated Total Expenditures <sup>1</sup> (Product of Data in First Two Columns)
	Thousand	\$	\$ Million
1. Traveller's vehicle permits:			
Summer residents, commuters, etc. ....	15	333	5.0
Other			
24 hours or less .....	513	7	3.8
24-48 hours .....	284	19	5.3
Over 48 hours .....	494	108	53.2
2. Non-permit or local .....	2,510	6	14.6
3. Repeat visits by permit-holders .....	1,149		2
<b>Total automobile traffic .....</b>	<b>4,965<sup>3</sup></b>		<b>81.9</b>

**B. Non-Automobile Traffic**

Method of Transportation	Number of Persons Entering Canada during Year	Average Declared Expenditure Per Person Per Visit	Estimated Total Expenditures (Product of Data in First Two Columns)
	Thousand	\$	\$ Million
1. Train:			
Intransit .....	624	—	—
Other .....	209	98	20.5
2. Boat .....	45 <sup>4</sup>	24	1.1
3. Through bus:			
Intransit .....	83	3	0.2
Other .....	229	44	10.0
4. Plane .....	60	112	6.7
5. Miscellaneous (pedestrians, local bus, etc.) .....	2,881	3	9.1
<b>Total non-automobile traffic .....</b>	<b>4,131</b>		<b>47.6</b>
<b>Grand Total automobile and non-automobile     traffic .....</b>	<b>16,671</b>		<b>129.5</b>

1. Expenditures of motorists travelling on traveller's vehicle permits are based on declarations on more than a million permits.

2. Included in expenditures of vehicles entering on traveller's vehicle permits.

3. The equivalent number of persons is 12,460,000.

4. Excluding 80,000 non-residents taking Thousand Island tour at Gananoque who are included in other items.

**Analysis of United States Motor Traffic to Canada by Ports of Entry and Exit**

In 1951, 8 per cent of all American cars entering Canada on customs permits left the country via a province other than that of entry. Particulars of this interprovincial movement during the period of four months from June to September are shown in Tables 2 and 7. In Table 7 the number of permit-holding cars leaving Canada by a province other than that of entry is expressed as a percentage of the total number of cars for each province. The trend in 1951 was toward lower percentages in the East and higher percentages in the West. These figures do not represent the total volume of non resident traffic crossing provincial boundaries as they are exclusive of vehicles which leave by the province of entry after visiting another province or provinces.

More than 60 per cent of all permit-holding cars enter Canada through ports of entry in the Province of Ontario. The six routes within the province which are followed by the greatest number of American cars are outlined in Table 8. The table shows the number of permit-holding cars, exclusive of summer residents and other special classes, which followed these routes during the period of four months from June through September for each of the years 1949, 1950 and 1951. The statement also gives the volume of traffic over each route as a percentage of the total number of cars to enter the province through all ports of entry.

**Canada's Share of Expenditures on Travel by Residents of the United States**

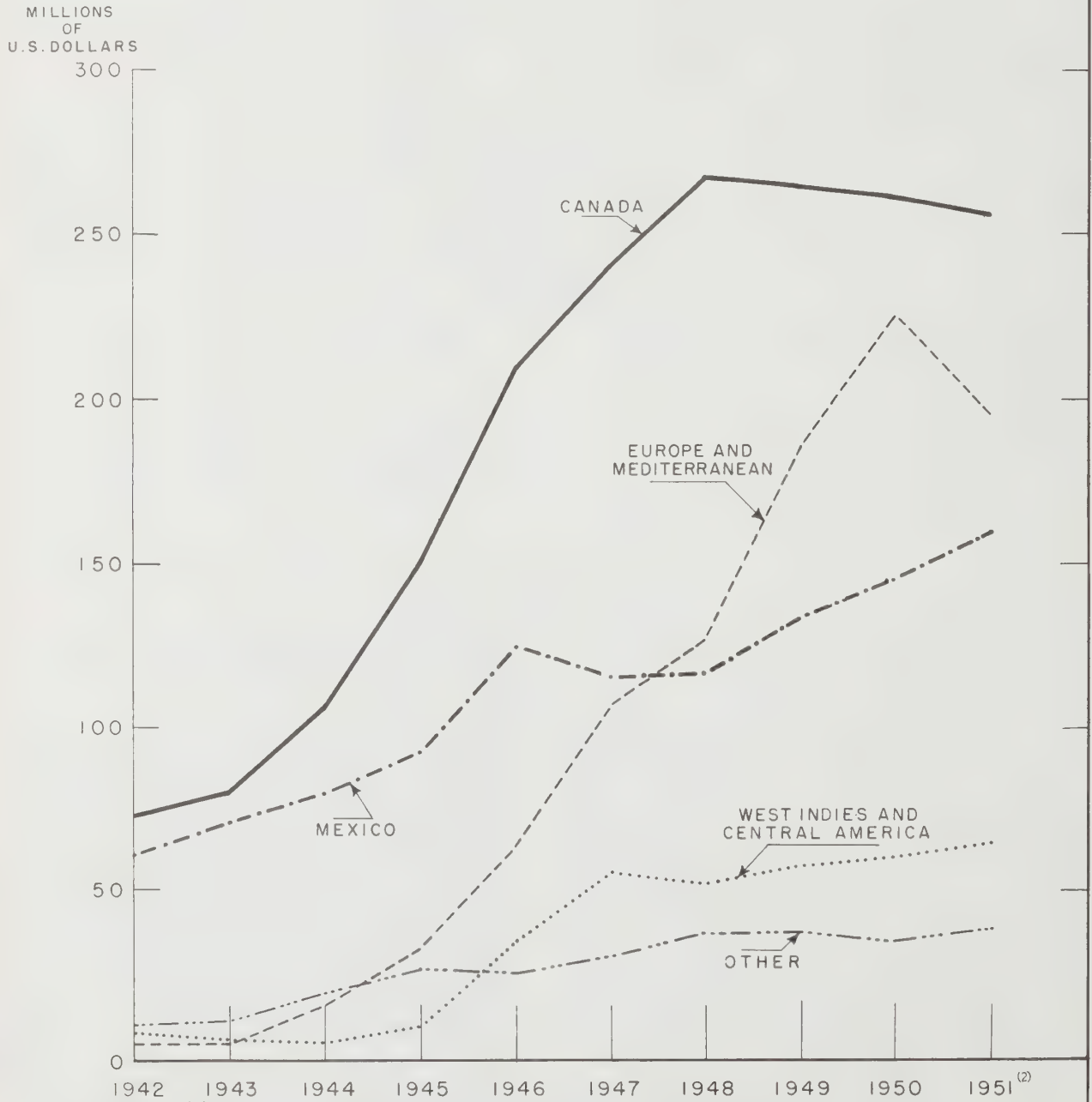
According to the United States Department of Commerce, United States travel expenditures in

Canada expressed in U.S. funds reached a peak in 1948 and declined slightly in each succeeding year.

# TRAVEL EXPENDITURES<sup>(1)</sup> IN FOREIGN COUNTRIES BY RESIDENTS OF THE UNITED STATES

1942 — 1951

(UNITED STATES DEPARTEMENT OF COMMERCE)



Notes: (1) Expenditures are exclusive of payments to Overseas Countries for transportation to and from the United States.

(2) Data for 1951 are subject to revision.

Expenditures in Canada were not only at a high level in 1948 but represented a high proportion of total expenditures on travel outside the United States. Canada's share of the total was 44 per cent in 1948. This proportion dropped to 39 in 1949, to 36 in 1950 and to 35 in 1951. Expenditures in Europe rose sharply to 31 per cent in 1950, only to drop as sharply to 27 per cent in 1951. Meanwhile Mexico's share continued to grow, and in 1951 was only a little smaller than that of Europe.

Although United States expenditures on foreign travel are greater than those of any other country, they are far less than those of Canada if considered on a per capita basis. In 1951 United States foreign travel expenditures on a per capita basis amounted to \$4.80 while the Canadian equivalent was \$19.85, or four times as much. Since it is safe to assume that Americans travel at least as much as Canadians, it would appear that Americans travel in their own country considerably more than Canadians do in theirs.

#### Analysis of United States Motor Traffic to Canada by State of Origin

In Table 3 all automobiles travelling on customs permits which departed from Canada in 1951 are classified according to province of entry and state or country of origin. Together with the 2.2 million cars originating in the United States are 5,000 which originated in other countries, principally Alaska. Comparable data for the years 1949 and 1950 have been published in former editions of this report.

In Table 4 appears information similar to that in Table 3, limited to visits lasting longer than 48 hours. Comparisons between Tables 3 and 4 reveal some interesting facts regarding the duration of visits by this type of traffic. (Although Table 3 includes special classes such as commuters and summer residents which are not included in Table 4, these special classes amount to less than one per cent of the total and should have little effect on comparisons between the two tables.) The number of visits in Table 4 is 43 per cent of the number in Table 3, indicating that 43 per cent of visits on customs permits last longer than 48 hours as is also shown in Table 1 in different detail. This percentage varies according to province of entry from 39 and 40 in Ontario and New Brunswick to 65 and 70 in Saskatchewan and Alberta, while it is close to 100 in visits to Newfoundland, Prince Edward Island and Nova Scotia. In the last column of Table 4 similar comparisons are made according to state of origin. From this point of view the

longer term visits vary from a minimum of 13 per cent for cars originating in Vermont to a maximum of 69 per cent for cars from South Dakota.

More than 80 per cent of the cars entering Canada on customs permits and practically all the non-permit cars originate in the states forming the northern boundary of the United States. The border states supplemented by Oregon and California on the Pacific coast and Massachusetts, Connecticut, Rhode Island and New Jersey on the Atlantic Seaboard account for 93 per cent of the permit-holding cars to enter the country, as is shown in Table 6

The North Eastern states, comprising the area from Maine to Pennsylvania, are the source of almost half the cars entering Canada on permits; and close to a third originate in the states bordering the Great Lakes from Ohio to Wisconsin. The North Western states, Minnesota, North Dakota and Montana, although aggregating 1,200 miles on the international boundary, furnish only 3 per cent of all entries. The West Coast states, Washington, Oregon and California, supply 11 per cent of the total traffic—Washington furnishing almost twice as many cars as Oregon and California together. All states other than those which have been specified—well over half the states in the Union—contribute the remaining 7 per cent of the entries originating in the United States.

#### STATEMENT 8. Permit-Holding Automobiles Visiting Canada — Increases in Number of Visits from Each of Five Regions in the United States, 1946-1951 (1946=100)

Region	1946	1947	1948	1949	1950	1951
North Eastern .....	100	111	126	133	140	146
Great Lakes.....	100	114	124	132	136	152
North Western .....	100	101	119	152	148	163
West Coast.....	100	113	107	118	124	135
Other.....	100	114	142	174	190	207

Statement 8 shows that the largest relative increase since the war has been in traffic originating in the residual states which are not specified in Table 6. More than twice as many cars came from this group in 1951 as in 1946; while there were more moderate gains of 35 per cent for the West

Coast group, and 46, 52 and 63 per cent respectively for the North Eastern, Great Lakes and North Western groups. The largest gains for individual states were made by the following—most of which are in the West or South:

## Number of Visits by Permit-Holding Motorists

State of Origin	Per cent Increase 1946 - 1951
West Virginia .....	201
Nevada .....	189
Tennessee .....	153
Utah .....	145
Wyoming .....	137
Iowa .....	134
Mississippi .....	129

In Table 5 are shown average expenditures per visit for automobiles registered in the same states that appear in Table 6. Expenditures in 1951 varied from \$15.16 for Vermont to \$110.28 for California. This range in expenditures is influenced by the duration of the visit in Canada and the rate of spending throughout the visit. The states in which most of the short term intransit traffic originates—New York and Michigan—have low expenditure

rates per car. Motorists in Maine and Vermont are accustomed to make visits of short duration to nearby points in New Brunswick and Quebec, and spend at an even lower rate. As is shown in the last column of Table 4, only 23 per cent of the visits from Maine and 13 per cent of the visits from Vermont last longer than 48 hours. These short visits account for the low average expenditure per visit which was only \$22.08 per car for motorists from Maine and \$15.16 for those from Vermont.

There is a marked uniformity in the range from year to year in average expenditures per visit for each state. With the single exception of Minnesota, average expenditure rates from year to year for each of the states shown in Statement 9 varied by less than \$10 per visit during the four years from 1948 to 1951. Such a high degree of stability reflects unchanging habits in travel behaviour by residents of each of these states.

## STATEMENT 9. Average Expenditure Per Car Declared by Non-Resident Permit-Holding Motorists by U.S. Federal State of Registration, 1948-1951

State of Registration	Average Declared Expenditure Per Car			
	1948	1949	1950	1951
<b>North Eastern:</b>				
Connecticut.....	75.14	78.53	82.63	78.76
Maine.....	37.28	31.45	22.20	22.08
Massachusetts.....	84.32	85.34	91.52	85.03
New Hampshire.....	49.28	52.70	51.16	51.27
New Jersey.....	80.71	87.22	95.71	89.52
New York.....	55.63	55.95	59.22	58.11
Pennsylvania.....	77.22	79.83	84.58	82.09
Rhode Island.....	76.86	79.90	83.75	78.73
Vermont.....	19.73	17.96	13.65	15.16
<b>Great Lakes:</b>				
Illinois.....	87.88	89.74	94.02	89.48
Indiana.....	71.92	74.43	74.27	68.62
Michigan.....	48.06	45.57	37.60	33.82
Ohio.....	86.61	87.99	92.41	88.93
Wisconsin.....	79.79	80.50	86.61	81.06
<b>North Western:</b>				
Minnesota.....	84.00	70.30	78.50	72.82
Montana.....	81.69	75.93	73.48	70.74
North Dakota.....	64.83	58.86	55.66	51.48
<b>West Coast:</b>				
California.....	105.35	106.08	113.24	110.28
Oregon.....	92.77	92.05	97.11	103.32
Washington.....	49.82	49.55	50.06	53.55
<b>Other</b> .....	<b>94.27</b>	<b>93.64</b>	<b>100.11</b>	<b>92.42</b>

## Expenditures of Canadian Travellers in Other Countries

Canadians spent more on travelling in other countries in 1951 than they paid for all the tea, coffee, sugar and rubber that was imported into the country during the same period. The total travel bill, amounting to \$280 million, was 24 per cent

more than the former record for 1950. All but \$34 million was spent in the United States, where Canadian expenditures were close to three and a half times their average size for the preceding twenty years. The gain is due in part to the higher

standard of living which Canadians now enjoy but also reflects the larger population of the country, prevailing high price levels abroad, and the premium on U.S. dollars in Canada which averaged 5 per cent in 1951. Other forms of consumer expenditures show as large or larger increases over the pre-war period. Statement 10 reveals that while the cost of Canadian travel abroad in 1951 was three times the

1930 level, four times as much was spent by Canadians on tobacco, alcoholic beverages and transportation, and from three to three and a half times as much on food and other items. Only in comparatively stable items such as shelter, household operation, and clothing was the rise proportionately less than in foreign travel.

### STATEMENT 10. Changes in Canadian Expenditures on Consumers' Goods and Services

Selected Years, 1930-1951  
(1930=100)

Consumer Expenditures	1930	1935	1940	1945	1951
Tobacco and Alcoholic Beverages .....	100	70	121	271	418
Transportation .....	100	83	116	139	413
Miscellaneous.....	100	85	114	157	347
Food.....	100	74	99	176	322
Personal and Medical Care, etc. ....	100	79	104	150	303
Clothing and Personal Furnishings.....	100	75	104	186	289
Household Operation.....	100	79	106	132	281
Shelter.....	100	77	96	120	219
<b>Total .....</b>	<b>100</b>	<b>77</b>	<b>105</b>	<b>162</b>	<b>311</b>
Canadian Travel in Other Countries .....	100	70	47	90	304

Most of the increase in foreign travel expenditures over 1950 can be attributed to motorists, who went to the United States in greater numbers and stayed for longer visits than in the year before. Their expenditures at \$94 million showed a gain of \$27 million. Canadian shopping in the United States was an important item in spending—purchases declared under the \$100 customs exemption, at \$47 million, being 43 per cent higher than in 1950.

Non-automobile travellers to the United States were 4 per cent more numerous in 1951 than in 1950

and their expenditures rose by 21 per cent. Although the average visit was 12 per cent shorter than in the year before the average daily rate of spending was 38 per cent higher. Traffic was heavier and expenditures were higher for each of the principal types of common carrier—train, boat, through bus and airplane. In the aggregate all types of non-motorists spent \$27 million more in the United States during 1951 than in 1950.

### STATEMENT 11. Expenditures of Canadian Travellers in the United States by Type of Transportation Used to Re-Enter Canada, 1947-1951

Type of Transportation	1947	1948	1949	1950	1951 <sup>1</sup>
(\$ Million)					
Automobile .....	32.6	25.1	52.9	67.3	93.9
Train .....	52.2	35.9	46.2	47.0	58.2
Boat .....	4.1	3.1	4.6	3.5	3.9
Bus (Exclusive of local bus) ..	34.6	25.5	33.1	42.0	48.8
Airplane.....	9.0	7.3	9.7	13.8	22.1
Other (pedestrians, local bus, etc.) .....	19.8	16.3	18.4	19.1	19.0
<b>Total .....</b>	<b>152.3</b>	<b>113.2</b>	<b>164.9</b>	<b>192.7</b>	<b>245.9</b>

1. Subject to revision

Statement 12 classifies the number of Canadian travellers to the United States and their expenditures in the year 1951 according to two groups: a short term group which remained abroad for visits of two days or less and a long term group which remained for longer periods. There has been little change in recent years in the relationship between the long and short term groups. The percentage of long term traffic to total traffic during the past five years has moved within the narrow limits of 11.0

and 12.9 while corresponding data for expenditures have remained between a minimum of 78.2 per cent and a maximum of 80.3 per cent. The number of visits in the longer term group rose by 14.8 per cent to a total of over 2.3 million.

In the aggregate more money was spent in the United States in 1951 by travellers from Canada than by travellers from all other countries combined.

**STATEMENT 12. Expenditures of Canadian Travellers in the United States  
by Length of Stay, 1951**

Mode of Travel	Number of Persons	% of Grand Total	Expenditures <sup>1</sup>	% of Grand Total
		%	\$	%
Short Term Traffic:				
Motorists:				
One Day .....	8,346,983	44.91	11,566,388	4.70
Two Days .....	627,307	3.37	17,928,272	7.29
Rail, intransit .....	8,261	0.04	—	—
Other Travellers (pedestrians, local bus etc.) .....	7,283,531	39.19	19,000,000	7.72
<b>Total .....</b>	<b>16,266,082</b>	<b>87.51</b>	<b>48,494,660</b>	<b>19.71</b>
Long Term Traffic:				
Motorists — More than two days .....	1,004,522	5.41	64,381,920	26.18
Rail .....	517,843	2.79	58,257,851	23.69
Through Bus .....	589,852	3.17	48,793,131	19.84
Airplane .....	139,321	0.75	22,112,769	8.99
Boat .....	69,307	0.37	3,904,738	1.59
<b>Total .....</b>	<b>2,320,845</b>	<b>12.49</b>	<b>197,450,409</b>	<b>80.29</b>
<b>Grand Total .....</b>	<b>18,586,927</b>	<b>100.00</b>	<b>245,945,069</b>	<b>100.00</b>

1. Subject to revision.

### The Balance between Receipts and Payments

A substantial credit balance has customarily arisen from travel between Canada and the United States and a small debit balance from travel with other countries. The credit balance with the United States has played an important part in assisting Canadians to meet their current obligations in that country. During the past 25 years it has totalled almost two billion dollars, a large part of which has been applied against a debit balance in commodity trade with the United States. During the same period our debit balance arising out of travel with countries other than the United States amounted to little more than \$150 million; thus the overall favourable balance with all countries during the past 25 years was more than one and three quarter billion dollars.

In past years Canada's annual credit balance from international travel has ranged from a minimum of \$45 million in 1933 to a maximum of \$145 million

in 1948. The high level of the balance in 1948 was largely due to reduced debits brought about by the emergency exchange conservation measures. Withdrawal of these restrictions in subsequent years left Canadian travel freer to expand. In each year since 1948 Canadians have gone to other countries in ever increasing numbers until in 1951 their expenditures were more than double the 1948 level. During the same period expenditures in Canada by visitors from other countries have remained fairly stable. Thus the overall credit balance was reduced from \$145 million in 1948 to \$92 million in 1949 and \$49 million in 1950, and was replaced in 1951 by a small debit balance of \$6 million. Travel with the United States alone in 1951 resulted in a credit balance of \$12 million, whereas in former years back to 1926 the annual credit balance with the United States was never less than \$50 million.

Although there was only a small difference in 1951 between incoming and outgoing expenditures on travel, the number of visits to Canada by non-residents was 34 per cent greater than the number of visits by Canadians to other countries. From this it follows that the average visit by a Canadian to a foreign country takes more money out of the country than is brought in by the average visit of a non-resident to Canada. In 1951 the average expenditure rate per traveller for visits lasting longer than 48 hours was \$85<sup>1</sup> for Canadians visiting the

United States against \$53<sup>1</sup> for Americans visiting Canada. Even on short visits of 48 hours or less the average Canadian traveller spent more than the average American but the difference was less pronounced. If the population of the two countries is taken into consideration, total Canadian travel expenditures in the United States in 1951 amounted to almost \$17.50 per capita whereas American expenditures in Canada were only about \$1.70 per capita.

### Travel between Canada and Overseas Countries

The volume of travel between Canada and overseas countries is normally less than one per cent of that between Canada and the United States. Overseas travellers, however, stay for longer visits and transportation costs are higher, hence their expenditures are more significant than the number of travellers might suggest. The sum of debits and credits in Canada's overseas travel in 1951 amounted

to \$50 million, or 10 per cent of travel expenditures between Canada and the United States.

In contrast to travel with the United States which has produced an annual credit balance for 25 years or more, travel with overseas countries customarily results in a debit balance. In 1951 the balance stood at \$18 million—unchanged from 1950 and the highest on record.

**STATEMENT 13. Number of Overseas Visitors by Country of Residence, Principal Countries 1951, with Comparative Data for 1948-1950**

Country of Residence	1948	1949	1950	1951
United Kingdom .....	8,544	12,600	10,077	11,038
Australia and New Zealand .....	584	1,243	1,282	1,178
Bermuda and B.W.I. ....	462	1,064	1,130	882
France .....	685	657	531	782
Holland .....	399	437	537	748
Germany .....	24	70	158	572
South America .....	75	266	424	534
Switzerland .....	114	143	197	215
Norway .....	111	166	190	201
Italy .....	71	117	108	175
Belgium .....	84	117	145	167
West Indies (not British) .....	3	31	92	158
Greece .....	128	260	210	142
British South Africa .....	91	109	105	132
India (British) .....	73	59	77	130
Palestine .....	10	30	77	117
Denmark .....	82	100	95	107
Sweden .....	62	116	100	99
Other Countries .....	527	680	612	783
<b>Total .....</b>	<b>12,129</b>	<b>18,265</b>	<b>16,147</b>	<b>18,160</b>

Note. Data in this statement are exclusive of arrivals from overseas countries via the United States.

The number of visitors arriving directly from overseas countries was 12 per cent higher in 1951 than in the year before, reversing a drop of similar size in 1950. There were increases for all the countries shown in Statement 13 except Australia, Bermuda, Greece and Sweden. Visitors arriving in Canada directly were supplemented by an estimated 16,000 who arrived from overseas countries via the United States. The total number of entries, direct and by way of the United States, was 34,200. Their expenditures at \$16 million, including transportation costs paid to Canadian carriers, were 7 per cent higher than in the year before.

Canadian travel expenditures in overseas countries, including cost of passage paid to non-Canadian carriers, totalled \$34 million—the highest ever recorded. The number of Canadian residents returning via Canadian ports after visits to overseas countries was 44,200, an increase of 1 per cent over the corresponding figure in 1950. Canadian travellers visiting overseas countries via the United States are estimated at 11,000 in 1951, resulting in a total via Canadian and United States ports of 55,200.

1. These rates are inclusive of children and of persons visiting friends or relatives. Corresponding rates restricted to adults using hotels or other accommodation would be materially higher.

**TABLE 1. Number of and Expenditures by Non-Resident Motorists Travelling on Customs Permits<sup>1</sup> Who Departed from Canada in 1951, Classified by Length of Visit**

Day's Stay	Number of Permits	% of Total Permits	Average Expenditures per car	Estimated Expenditures	% of Total Expenditures	Number of Car-days	Average Expenditure per car per day
		%	\$	\$	%		\$
1 .....	778,890	35.70	7.83	6,098,709	4.88	778,890	7.83
2 .....	458,064	20.99	21.02	9,628,505	7.71	916,128	10.51
3 .....	252,677	11.58	54.34	13,730,468	11.00	758,031	18.11
4 .....	164,570	7.54	77.12	12,691,638	10.16	658,280	19.28
5 .....	98,046	4.49	94.77	9,291,819	7.44	490,230	18.95
6 .....	74,279	3.40	114.94	8,537,628	6.84	445,674	19.16
7 .....	65,415	3.00	135.60	8,870,274	7.10	457,905	19.37
8 .....	65,458	3.00	144.86	9,482,246	7.59	523,664	18.11
9 .....	43,503	1.99	158.77	6,906,971	5.53	391,527	17.64
10 .....	28,071	1.29	167.45	4,700,489	3.76	280,710	16.74
11 .....	20,126	.92	177.80	3,578,403	2.87	221,386	16.16
12 .....	16,792	.77	186.25	3,127,510	2.50	201,504	15.52
13 .....	15,257	.70	196.72	3,001,357	2.40	198,341	15.13
14 .....	15,085	.69	194.51	2,934,183	2.35	211,190	13.89
15 .....	15,716	.72	195.73	3,076,093	2.46	235,740	13.05
16 .....	9,406	.43	206.63	1,943,562	1.56	150,496	12.91
17 .....	5,944	.27	212.40	1,262,506	1.01	101,048	12.49
18 .....	4,250	.20	225.68	959,140	.77	76,500	12.54
19 .....	3,357	.15	231.54	777,280	.62	63,783	12.19
20 .....	2,998	.14	225.52	676,109	.54	59,960	11.28
21 .....	2,719	.13	233.36	634,506	.51	57,099	11.11
22 .....	2,552	.12	240.51	613,782	.49	56,144	10.93
23 .....	2,002	.09	250.99	502,482	.40	46,046	10.91
24 .....	1,658	.08	237.22	393,311	.32	39,792	9.88
25 .....	1,418	.07	235.01	333,244	.27	35,450	9.40
26 .....	1,247	.06	243.27	303,358	.24	32,422	9.36
27 .....	1,247	.06	239.86	299,105	.24	33,669	8.88
28 .....	1,303	.06	259.54	338,181	.27	36,484	9.27
29 .....	1,485	.07	225.63	335,061	.27	43,065	7.78
30 .....	1,212	.06	243.77	295,449	.24	36,360	8.13
31- 40 .....	7,621	.35	203.52	1,551,026	1.24	262,896	5.90
41- 50 .....	3,583	.16	281.58	1,008,901	.81	161,680	6.24
51- 60 .....	2,661	.12	317.13	843,883	.68	147,652	5.71
61- 70 .....	2,436	.11	306.59	746,853	.60	158,161	4.72
71- 80 .....	1,554	.07	399.85	621,367	.50	116,824	5.32
81- 90 .....	1,284	.06	431.67	554,264	.44	109,746	5.05
91- 100 .....	1,114	.05	424.77	473,194	.38	105,926	4.47
101- 125 .....	1,778	.08	476.41	847,057	.68	200,070	4.23
126- 150 .....	1,369	.06	537.17	735,386	.59	188,916	3.89
151- 175 .....	1,312	.06	597.49	783,907	.63	213,976	3.66
176- 365 .....	2,428	.11	569.44	1,382,600	1.11	547,746	2.52
<b>Totals.....</b>	<b>2,181,887</b>	<b>100.00</b>	<b>57.23</b>	<b>124,871,807<sup>2</sup></b>	<b>100.00</b>	<b>9,851,111</b>	<b>12.67</b>
Average Length of Stay .....						Per Car 4.51	

1. Exclusive of commuters, summer residents and locals.

2. Expenditure data in this table are calculated on a Dominion basis, hence do not agree with similar data in Statement 2 which are calculated on a provincial basis.

**TABLE 1A. Number of and Expenditures by Non-Resident Motorists Travelling on Customs Permits<sup>1</sup> Who Departed from Canada in 1951, Classified by Length of Visit**

Day's Stay	Average Persons per car	Number of Persons	Number of Person-days	Average Expenditure per person per day
				\$
1.....	3.19	2,484,975	2,484,975	2.45
2.....	2.90	1,328,965	2,657,930	3.62
3.....	2.84	718,362	2,155,086	6.37
4.....	2.81	462,566	1,850,264	6.86
5.....	2.77	271,391	1,356,955	6.85
6.....	2.79	207,501	1,245,006	6.86
7.....	2.88	188,256	1,317,792	6.73
8.....	3.02	197,715	1,581,720	5.99
9.....	2.92	126,851	1,141,659	6.05
10.....	2.81	78,966	789,660	5.95
11.....	2.77	55,733	613,063	5.84
12.....	2.79	46,888	562,656	5.56
13.....	2.83	43,205	561,665	5.34
14.....	2.91	43,903	614,642	4.77
15.....	2.99	46,966	704,490	4.37
16.....	2.82	26,544	424,704	4.58
17.....	2.67	15,857	269,569	4.68
18.....	2.58	10,979	197,622	4.85
19.....	2.54	8,524	161,956	4.80
20.....	2.54	7,601	152,020	4.45
21.....	2.57	7,001	147,021	4.32
22.....	2.56	6,522	143,484	4.28
23.....	2.57	5,139	118,197	4.25
24.....	2.49	4,130	99,120	3.97
25.....	2.36	3,352	83,800	3.98
26.....	2.39	2,984	77,584	3.91
27.....	2.37	2,950	79,650	3.75
28.....	2.41	3,144	88,032	3.84
29.....	2.40	3,564	103,356	3.24
30.....	2.40	2,907	87,210	3.39
31- 40.....	2.44	18,605	641,851	2.42
41- 50.....	2.36	8,442	380,993	2.65
51- 60.....	2.33	6,204	343,642	2.46
61- 70.....	2.31	5,631	365,794	2.04
71- 80.....	2.30	3,575	268,664	2.31
81- 90.....	2.23	2,857	243,995	2.27
91-100.....	2.29	2,549	242,494	1.95
101-125.....	2.24	3,977	447,053	1.89
126-150.....	2.25	3,077	423,984	1.73
151-175.....	2.19	2,871	468,181	1.67
176-365.....	2.18	5,286	1,213,477	1.14
<b>Totals .....</b>	<b>2.97</b>	<b>6,476,515</b>	<b>26,911,016</b>	<b>4.64</b>
Average Length of Stay.....			Per Person	4.16

1. Exclusive of commuters, summer residents and locals.

**TABLE 2. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada during the Four Months June to September 1951, Grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Lengths of Visit**

Ports of Entry	Ports of Exit	Number of Permits by Length of Stay			Total
		1 Day	2 Days	3 Days and Over	
Section I—Traffic Within Ontario:					
(a) St. Lawrence River Ports,.....	Fort Erie and Niagara Falls .....	580	3,108	8,557	12,245
	Lake Erie Ports .....	0	1	3	4
	St. Clair and Detroit River Ports .....	500	1,735	2,311	4,546
	Sault Ste. Marie.....	28	278	552	858
	Total of above.....	1,108	5,122	11,423	17,653
	St. Lawrence River Ports .....	9,395	7,003	43,218	59,616
	All Ports in the Province of Quebec .....	977	3,180	11,651	15,808
	All Ports in Canada .....	11,486	15,426	67,412	94,324
(b) Fort Erie and Niagara Falls....	St. Lawrence River Ports .....	1,065	6,123	15,613	22,801
	Lake Erie Ports .....	4	39	62	105
	St. Clair and Detroit River Ports .....	66,503	46,792	14,699	127,994
	Sault Ste. Marie.....	7	692	2,564	3,263
	Total of above.....	67,579	53,646	32,938	154,163
	Fort Erie and Niagara Falls .....	99,796	48,991	121,526	270,313
	All Ports in Canada .....	167,469	103,703	174,633	445,805
(c) Lake Erie Ports .....	St. Lawrence River Ports .....	—	—	14	14
	Fort Erie and Niagara Falls .....	—	80	108	188
	St. Clair and Detroit River Ports .....	45	30	92	167
	Sault Ste. Marie.....	—	—	7	7
	Total of above.....	45	110	221	376
	Lake Erie Ports .....	10	34	412	456
	All Ports in Canada .....	55	144	644	843
(d) St.Clair and Detroit River Ports	St. Lawrence River Ports .....	286	1,637	3,543	5,466
	Fort Erie and Niagara Falls .....	64,784	54,268	21,815	140,867
	Lake Erie Ports .....	63	37	53	153
	Sault Ste. Marie.....	12	145	4,537	4,694
	Total of above.....	65,145	56,087	29,948	151,180
	St. Clair and Detroit River Ports .....	87,370	24,888	74,419	186,677
	All Ports in Canada .....	152,543	81,242	116,372	350,157
(e) Sault Ste. Marie.....	St. Lawrence River Ports .....	14	274	713	1,001
	Fort Erie and Niagara Falls .....	10	592	2,962	3,564
	Lake Erie Ports .....	—	—	5	5
	St. Clair and Detroit River Ports .....	31	210	3,648	3,889
	Total of above.....	55	1,076	7,328	8,459
	Sault Ste. Marie.....	5,127	2,834	13,777	21,738
	All Ports in Canada .....	5,186	4,064	23,348	32,598
Section II—Traffic from Ontario to Other Provinces:					
St. Lawrence River Ports .....	All Ports in Quebec .....	977	3,180	11,651	15,808
All Ports in Ontario West of Kingston and East of Sault Ste. Marie (Incl. Sault Ste. Marie).....	All Ports in Quebec .....	126	1,441	30,855	32,422
All Ports in Ontario .....	All Ports in Quebec .....	1,103	4,721	42,569	48,393
All Ports in Ontario .....	All Ports in Maritime Provinces.....	6	49	4,023	4,078
All Ports in Ontario .....	All Ports in Manitoba.....	101	972	3,685	4,758
All Ports in Ontario .....	All Ports in Maritimes Quebec and Manitoba.....	1,210	5,742	50,277	57,229
All Ports in Ontario .....	All Ports in Ontario .....	340,098	204,957	362,746	907,801
All Ports in Ontario .....	All Ports in Canada .....	341,309	210,707	413,403	965,419

1. Exclusive of commuters, summer residents and locals.

**TABLE 2. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada during the Four Months June to September 1951, Grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Lengths of Visit — Concluded**

Ports of Entry	Ports of Exit	Number of Permits by Length of Stay			Total
		1 Day	2 Days	3 Days and Over	
<b>Section III—Traffic from the Maritime Provinces to Central Canada:</b>					
All Ports in the Maritime Provinces	All Ports in Quebec .....	156	415	3,551	4,122
	All Ports in Ontario .....	1	47	2,156	2,204
	All Ports in Quebec and Ontario .....	157	462	5,707	6,326
	All Ports in the Maritime Provinces ..	36,779	12,162	39,803	88,744
	All Ports in Canada .....	36,936	12,624	45,518	95,078
<b>Section IV — Traffic from Quebec to Other Provinces:</b>					
All Ports in Quebec .....	All Ports in Ontario on the St. Lawrence River .....	1,061	3,133	8,304	12,498
	All Ports in Ontario West of Kingston and East of Sault Ste. Marie (Incl. Sault Ste. Marie) .....	44	884	17,519	18,447
	All Ports in Ontario .....	1,105	4,017	25,864	30,986
	All Ports in the Maritime Provinces ..	222	273	6,433	6,928
	All Ports in Ontario and the Maritime Provinces .....	1,327	4,290	32,297	37,914
	All Ports in Quebec .....	66,427	45,687	106,065	218,179
	All Ports in Canada .....	67,756	49,988	138,414	256,158
<b>Section V — Traffic from Manitoba to Ontario:</b>					
All Ports in Manitoba .....	All Ports in Ontario .....	42	661	3,455	4,158
	All Ports in Manitoba .....	4,906	3,821	10,048	18,775
	All Ports in Canada .....	4,974	4,510	14,338	23,822
<b>Section VI — Traffic Between the Prairie Provinces:</b>					
All Ports in Manitoba .....	All Ports in Saskatchewan .....	26	28	465	519
	All Ports in Alberta .....	—	—	195	195
	All Ports in Saskatchewan and Alberta ..	26	28	660	714
All Ports in Saskatchewan .....	All Ports in Manitoba .....	33	24	425	482
	All Ports in Alberta .....	4	11	497	512
	All Ports in Manitoba and Alberta ....	37	35	922	994
	All Ports in Saskatchewan .....	1,781	1,832	6,996	10,609
	All Ports in Canada .....	1,818	1,871	8,422	12,111
All Ports in Alberta .....	All Ports in Manitoba .....	—	—	120	120
	All Ports in Saskatchewan .....	7	25	437	469
	All Ports in Manitoba and Saskatchewan ..	7	25	557	589
	All Ports in Alberta .....	4,741	2,752	10,685	18,178
	All Ports in Canada .....	4,855	3,430	22,072	30,357
<b>Section VII — Traffic Between the Prairie Provinces and British Columbia:</b>					
All Ports in the Prairie Provinces	All Ports in British Columbia .....	107	653	11,247	12,007
	All Ports in the Prairie Provinces ....	11,498	8,493	29,868	49,859
	All Ports in Canada .....	11,647	9,811	44,832	66,290
All Ports in British Columbia .....	All Ports in the Prairie Provinces ....	81	417	9,209	9,707
	All Ports in British Columbia .....	33,808	33,396	77,739	144,943
	All Ports in Canada .....	33,891	33,817	87,051	154,759

1. Exclusive of commuters, summer residents and locals.

**TABLE 3. Number of Non-Resident Automobiles Which Entered Canada on Customs Permits Through Provinces Indicated, and Which Departed in 1951, Classified by U.S. Federal States or Countries of Registration**

State	Nfld. <sup>1</sup> P.E.I. N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C. & Y.T.	Total
Alabama .....	—	36	171	1,565	35	11	62	194	2,074
Arizona .....	—	25	82	730	33	41	226	633	1,770
Arkansas .....	1	29	78	955	34	16	72	152	1,337
California .....	12	501	1,790	13,808	943	707	4,594	37,180	59,535
Colorado .....	—	29	172	1,764	157	159	848	1,361	4,490
Connecticut .....	139	5,835	20,775	13,015	27	21	131	206	40,149
Delaware .....	3	152	660	1,395	3	2	25	28	2,268
Dist. of Columbia .....	19	266	1,324	2,736	29	9	61	98	4,542
Florida .....	8	768	2,430	8,121	97	49	227	526	12,226
Georgia .....	5	192	459	2,374	53	13	94	236	3,426
Idaho .....	—	17	59	565	51	67	1,006	4,800	6,565
Illinois .....	30	626	2,870	60,217	1,756	489	2,093	1,898	69,979
Indiana .....	9	297	1,143	28,652	327	128	486	488	31,530
Iowa .....	1	194	527	11,517	963	498	716	668	15,084
Kansas .....	3	84	203	2,929	526	212	502	629	5,088
Kentucky .....	3	93	255	4,755	41	9	70	124	5,350
Louisiana .....	2	77	281	1,532	77	32	161	231	2,393
Maine .....	9	90,617	19,602	2,776	14	3	35	46	113,102
Maryland .....	43	700	3,073	8,581	52	19	93	177	12,738
Massachusetts .....	469	24,511	51,901	26,548	52	33	221	353	104,088
Michigan .....	15	1,012	2,959	420,023	1,015	389	1,111	1,207	427,731
Minnesota .....	1	129	523	21,599	8,720	1,039	1,639	1,058	34,708
Mississippi .....	—	31	83	781	30	16	69	110	1,120
Missouri .....	5	138	623	8,487	457	162	567	851	11,290
Montana .....	1	21	80	629	217	2,768	9,172	2,129	15,017
Nebraska .....	1	62	221	2,699	555	314	488	603	4,943
Nevada .....	1	15	35	372	12	21	125	438	1,019
New Hampshire .....	19	2,300	20,633	2,458	8	7	45	41	25,511
New Jersey .....	191	3,721	20,487	30,053	81	30	321	404	55,288
New Mexico .....	—	40	81	376	30	31	169	242	969
New York .....	426	7,896	111,249	343,919	217	89	889	1,068	465,753
North Carolina .....	5	202	815	3,240	24	24	77	185	4,572
North Dakota .....	—	14	121	1,380	14,095	6,835	483	380	23,308
Ohio .....	54	1,078	4,502	135,420	320	151	719	798	143,042
Oklahoma .....	—	56	163	1,984	245	125	489	477	3,539
Oregon .....	—	41	147	1,230	131	224	1,001	22,642	25,416
Pennsylvania .....	151	2,887	13,988	101,867	141	58	510	926	120,528
Rhode Island .....	29	1,806	9,128	3,945	10	6	22	45	14,991
South Carolina .....	2	83	301	891	16	5	34	83	1,415
South Dakota .....	—	13	49	1,220	681	555	317	210	3,045
Tennessee .....	2	66	410	3,876	52	10	121	174	4,711
Texas .....	4	295	689	5,065	374	297	1,302	1,872	9,898
Utah .....	—	35	46	872	33	32	1,362	1,669	4,049
Vermont .....	10	606	84,828	2,642	1	5	20	48	88,160
Virginia .....	17	430	2,068	6,121	33	23	96	254	9,042
Washington .....	1	90	279	2,137	277	424	2,051	157,475	162,734
West Virginia .....	3	66	277	5,414	13	8	25	68	5,874
Wisconsin .....	3	147	834	23,842	1,044	330	830	683	27,713
Wyoming .....	1	7	37	400	63	115	584	416	1,623
U.S. Government .....	—	16	10	13	6	1	6	19	71
<b>Total U.S. ....</b>	<b>1,698</b>	<b>148,352</b>	<b>383,521</b>	<b>1,327,490</b>	<b>34,171</b>	<b>16,612</b>	<b>36,367</b>	<b>246,603</b>	<b>2,194,814</b>
<b>Other Countries<sup>2</sup> .....</b>	<b>11</b>	<b>43</b>	<b>150</b>	<b>490</b>	<b>35</b>	<b>26</b>	<b>839</b>	<b>3,714</b>	<b>5,308</b>
<b>Grand Total .....</b>	<b>1,709</b>	<b>148,395</b>	<b>383,671</b>	<b>1,327,980</b>	<b>34,206</b>	<b>16,638</b>	<b>37,206</b>	<b>250,317</b>	<b>2,200,122</b>

1. Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from foreign countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

2. Other countries comprise: Alaska 4,475, Argentina 1, Australia 3, Bahamas 15, Belgium 6, Bermuda 15, Bolivia 2, Brazil 2, British West Indies 3, Chile 2, China 1, Colombia 5, Costa Rica 2, Cuba 55, Eire 1, England 31, France 15, Germany 7, Guatemala 5, Haiti 5, Hawaiian Islands 384, Holland 6, Hong Kong 1, Italy 3, Jamaica 6, Japan 21, Java 1, Marianas 5, Mexico 93, Netherlands Antilles 23, New Zealand 2, Panama Canal Zone 71, Peru 3, Philippine Islands 1, Puerto Rico 11, St. Pierre and Miquelon 6, Salvador 1, Scotland 1, Switzerland 5, Trinidad 3, Venezuela 8, Wales 2.

**TABLE 4. Number of Non-Resident Automobiles Which Entered Canada on Customs Permits<sup>1</sup> Through Provinces Indicated, and Which Departed in 1951 After Remaining Three Days or Over, Classified by U.S. Federal States or Countries of Registration.**

State	Nfld. <sup>2</sup> P.E.I. N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C. and Y.T.	Total	Long term visits as % of long and short term visits
Alabama .....	—	17	108	405	22	9	46	79	686	33
Arizona .....	—	20	63	268	17	32	176	343	919	52
Arkansas .....	1	8	48	254	26	12	52	49	450	34
California .....	12	374	1,284	4,600	734	618	3,699	24,942	36,263	61
Colorado .....	—	20	102	480	109	117	675	703	2,206	49
Connecticut .....	139	3,502	14,041	4,656	26	20	113	137	22,634	56
Delaware .....	3	123	456	626	3	1	20	26	1,258	55
Dist. of Columbia ..	19	217	1,002	1,528	25	9	49	64	2,913	64
Florida .....	6	537	1,573	3,767	67	45	193	309	6,497	53
Georgia .....	4	85	313	929	40	10	78	102	1,561	46
Idaho .....	—	8	40	125	36	51	740	2,888	3,888	59
Illinois .....	30	473	2,059	28,489	1,414	423	1,691	1,091	35,670	51
Indiana .....	9	227	707	12,340	251	104	372	252	14,262	45
Iowa .....	—	111	297	6,515	658	437	556	287	8,861	59
Kansas .....	1	39	144	1,196	383	140	377	283	2,563	50
Kentucky .....	3	65	167	1,895	25	8	51	61	2,275	43
Louisiana .....	2	37	203	508	48	22	135	138	1,093	46
Maine .....	9	14,587	10,670	788	11	3	29	35	26,132	23
Maryland .....	41	514	2,095	4,211	30	16	81	126	7,114	56
Massachusetts .....	458	19,959	35,566	8,654	44	29	199	223	65,132	63
Michigan .....	14	765	2,161	109,755	889	362	976	791	115,713	27
Minnesota .....	1	78	348	9,864	4,739	852	1,261	603	17,746	51
Mississippi .....	—	20	55	173	24	13	56	50	391	35
Missouri .....	5	101	409	3,434	305	126	410	322	5,112	45
Montana .....	1	12	41	228	159	1,757	4,613	1,219	8,030	53
Nebraska .....	1	24	128	1,260	401	273	361	248	2,696	55
Nevada .....	1	11	19	92	10	15	95	269	512	50
New Hampshire .....	19	1,641	9,875	734	7	4	36	30	12,346	48
New Jersey .....	190	3,005	13,829	14,800	66	26	280	258	32,454	59
New Mexico .....	—	19	44	137	19	21	134	137	511	53
New York .....	419	6,528	52,249	127,601	198	82	808	768	188,653	40
North Carolina .....	5	140	510	1,225	20	18	59	72	2,049	45
North Dakota .....	—	11	76	740	5,959	3,442	390	181	10,799	46
Ohio .....	53	885	3,044	81,357	266	134	607	421	86,767	61
Oklahoma .....	—	30	114	675	160	77	379	200	1,635	46
Oregon .....	—	27	101	418	94	199	782	15,762	17,383	68
Pennsylvania .....	149	2,223	9,174	55,292	111	47	430	470	67,896	56
Rhode Island .....	28	1,353	6,920	1,369	8	5	22	30	9,735	65
South Carolina .....	2	54	212	340	10	4	30	38	690	49
South Dakota .....	—	4	34	672	534	496	243	122	2,105	69
Tennessee .....	2	48	250	994	34	8	97	102	1,535	33
Texas .....	3	146	475	1,675	246	208	1,001	832	4,586	46
Utah .....	—	20	27	184	21	24	1,003	774	2,053	51
Vermont .....	10	449	10,224	839	1	4	17	37	11,581	13
Virginia .....	16	305	1,340	2,762	23	20	80	142	4,688	52
Washington .....	1	56	179	654	213	364	1,580	68,638	71,685	44
West Virginia .....	3	48	181	2,854	9	7	22	22	3,146	54
Wisconsin .....	3	104	537	11,807	733	264	686	393	14,527	52
Wyoming .....	—	6	29	98	43	78	461	209	924	57
U.S. Government ....	—	7	6	7	4	1	3	8	36	51
<b>Total U.S. ....</b>	<b>1,663</b>	<b>59,043</b>	<b>183,529</b>	<b>514,274</b>	<b>19,275</b>	<b>11,037</b>	<b>26,254</b>	<b>125,286</b>	<b>940,361</b>	<b>43</b>
<b>Other Countries<sup>3</sup> ..</b>	<b>10</b>	<b>27</b>	<b>138</b>	<b>368</b>	<b>22</b>	<b>25</b>	<b>810</b>	<b>3,172</b>	<b>4,572</b>	
<b>Grand Total .....</b>	<b>1,673</b>	<b>59,070</b>	<b>183,667</b>	<b>514,642</b>	<b>19,297</b>	<b>11,062</b>	<b>27,064</b>	<b>128,458</b>	<b>944,933</b>	<b>43</b>
Long term visits as % of long and short term visits	98	40	48	39	56	66	73	51	43	—

1. Exclusive of commuters, summer residents and locals

2. Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from foreign countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

3. Other countries comprise: Alaska 3,867, Argentina 1, Australia 3, Bahamas 14, Belgium 6, Bermuda 14, Bolivia 2, Brazil 2, British West Indies 3, China 1, Colombia 3, Costa Rica 2, Cuba 48, England 28, France 12, Germany 6, Guatemala 5, Haiti 5, Hawaiian Islands 315, Holland 5, Hong Kong 1, Italy 3, Jamaica 5, Japan 14, Java 1, Marianas 4, Mexico 89, Netherlands Antilles 19, New Zealand 1, Panama Canal Zone 55, Peru 3, Philippine Islands 1, Puerto Rico 10, St. Pierre & Miquelon 6, Salvador 1, Scotland 1, Switzerland 5, Trinidad 3, Venezuela 7, Wales 1.

**TABLE 5. Average Declared Expenditure per Car, and Total Expenditures in Canada of Non-Resident Permit-Holding Motorists Who Departed in 1951, Classified by U.S. Federal States of Registration**

State of Origin	Average Expenditure per Car	Number of Cars	Total Expenditures
	\$		\$
<b>North Eastern:</b>			
Connecticut .....	78.76	40,149	3,162,263
Maine .....	22.08	113,102	2,496,874
Massachusetts .....	85.03	104,088	8,850,774
New Hampshire .....	51.27	25,511	1,307,997
New Jersey .....	89.52	55,288	4,949,475
New York .....	58.11	465,754	27,065,124
Pennsylvania .....	82.09	120,528	9,894,418
Rhode Island .....	78.73	14,991	1,180,268
Vermont .....	15.16	88,160	1,336,307
	—	1,027,571	60,243,500
<b>% of Total .....</b>	<b>—</b>	<b>46.7</b>	<b>45.4</b>
<b>Great Lakes:</b>			
Illinois .....	89.48	69,979	6,262,095
Indiana .....	68.62	31,530	2,163,617
Michigan .....	33.82	427,731	14,465,038
Ohio .....	88.93	143,042	12,720,373
Wisconsin .....	81.06	27,714	2,246,439
	—	699,996	37,857,562
<b>% of Total .....</b>	<b>—</b>	<b>31.8</b>	<b>28.5</b>
<b>North Western:</b>			
Minnesota .....	72.82	34,708	2,527,365
Montana .....	70.74	15,017	1,062,373
North Dakota .....	51.48	23,307	1,199,972
	—	73,032	4,789,710
<b>% of Total .....</b>	<b>—</b>	<b>3.3</b>	<b>3.6</b>
<b>West Coast:</b>			
California .....	110.28	59,535	6,565,353
Oregon .....	103.32	25,416	2,625,955
Washington .....	53.55	162,734	8,714,052
	—	247,685	17,905,360
<b>% of Total .....</b>	<b>—</b>	<b>11.3</b>	<b>13.5</b>
<b>Other .....</b>	<b>92.42</b>	<b>151,838</b>	<b>12,020,369</b>
<b>% of Total .....</b>	<b>—</b>	<b>6.9</b>	<b>9.0</b>

**TABLE 6. Number of Non-Resident Automobiles Travelling in Canada on Customs Permits  
Which Departed in the Years 1947-1951  
Classified by U.S. Federal States of Registration**

State of Origin	1947	1948	1949	1950	1951
<b>North Eastern:</b>					
Connecticut .....	32,048	33,391	32,663	34,808	40,149
Maine .....	67,726	79,592	102,095	121,566	113,102
Massachusetts .....	86,782	85,975	86,300	92,538	104,088
New Hampshire .....	17,787	20,595	22,268	23,698	25,511
New Jersey .....	40,461	42,568	46,043	48,365	55,288
New York .....	368,784	428,902	443,239	444,848	465,754
Pennsylvania .....	98,294	102,245	101,788	110,292	120,528
Rhode Island .....	12,924	12,855	12,735	13,961	14,991
Vermont .....	55,877	80,226	86,785	91,398	88,160
	780,683	886,349	933,916	981,474	1,027,571
<b>% of Total .....</b>	<b>47.5</b>	<b>48.9</b>	<b>47.7</b>	<b>48.1</b>	<b>46.7</b>
<b>Great Lakes:</b>					
Illinois .....	51,196	55,600	62,170	63,376	69,979
Indiana .....	20,983	24,662	27,281	27,849	31,530
Michigan .....	291,302	339,093	364,458	383,404	427,731
Ohio .....	144,161	130,994	130,827	128,249	143,042
Wisconsin .....	18,849	21,645	24,608	24,993	27,714
	526,491	571,994	609,344	627,871	699,996
<b>% of Total .....</b>	<b>32.0</b>	<b>31.6</b>	<b>31.2</b>	<b>30.7</b>	<b>31.8</b>
<b>North Western:</b>					
Minnesota .....	26,286	29,590	35,196	32,747	34,708
Montana .....	8,417	10,511	12,948	14,299	15,017
North Dakota .....	10,490	13,196	19,809	18,934	23,307
	45,193	53,297	67,953	65,980	73,032
<b>% of Total .....</b>	<b>2.7</b>	<b>2.9</b>	<b>3.5</b>	<b>3.2</b>	<b>3.3</b>
<b>West Coast:</b>					
California .....	60,063	51,578	54,644	56,986	59,535
Oregon .....	18,462	17,883	19,525	21,098	25,416
Washington .....	130,142	126,514	143,466	150,367	162,734
	208,667	195,975	217,635	228,451	247,685
<b>% of Total .....</b>	<b>12.7</b>	<b>10.8</b>	<b>11.1</b>	<b>11.2</b>	<b>11.3</b>
<b>Other:</b>					
	83,602	104,349	127,600	139,182	151,838
<b>% of Total .....</b>	<b>5.1</b>	<b>5.8</b>	<b>6.5</b>	<b>6.8</b>	<b>6.9</b>
<b>Total .....</b>	<b>1,644,636</b>	<b>1,811,964</b>	<b>1,956,448</b>	<b>2,042,958</b>	<b>2,200,122</b>

**TABLE 7. Minimum Inter-Provincial Travel of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada During the Four Months June to September 1949-1951**

Province of Entry	American Cars leaving Canada by a Province Other than that of Entry			Percentage of all Cars leaving Province		
	1949	1950	1951	1949	1950	1951
Atlantic Provinces .....	5,926	6,466	6,334	7.4	7.3	6.7
Quebec .....	35,932	35,536	37,979	16.1	14.9	14.8
Ontario .....	54,398	52,991	57,618	6.5	6.1	6.0
Manitoba .....	5,728	3,716	5,047	25.3	19.2	21.2
Saskatchewan .....	1,445	1,354	1,502	13.9	11.8	12.4
Alberta .....	10,640	10,629	12,179	37.9	36.7	40.1
British Columbia .....	8,760	8,652	9,816	6.7	6.2	6.3
<b>Total .....</b>	<b>122,829</b>	<b>119,344</b>	<b>130,475</b>	<b>9.2</b>	<b>8.6</b>	<b>8.5</b>

1. Exclusive of commuters, summer residents and locals.

**TABLE 8. Selected Routes Within Ontario Followed by Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada During the Four Months June to September 1949-1951**

Route	Number of Cars			Percentage of Entries Via All Ports in Ontario		
	1949	1950	1951	1949	1950	1951
Between: St. Clair, Detroit River Ports and Fort Erie, Niagara Falls .....	211,204	238,206	268,861	25.4	27.5	27.8
Fort Erie, Niagara Falls and St. Lawrence River Ports in Ontario .....	32,155	30,291	35,046	3.9	3.5	3.6
St. Lawrence River Ports in Ontario and Province of Quebec .....	27,290	25,714	28,306	3.3	3.0	2.9
St. Clair, Detroit River Ports and St. Lawrence River Ports in Ontario .....	8,830	9,421	10,012	1.1	1.1	1.0
Sault Ste. Marie and St. Clair, Detroit River Ports .....	8,033	6,906	8,583	1.0	0.8	0.9
Sault Ste. Marie and Fort Erie, Niagara Falls .....	6,477	5,420	6,827	0.8	0.6	0.7
<b>Total of above .....</b>	<b>293,989</b>	<b>315,958</b>	<b>357,635</b>	<b>35.3</b>	<b>36.4</b>	<b>37.0</b>

1. Exclusive of commuters, summer residents and locals.

**TABLE 9. Expenditures of Foreign Travellers in Canada, 1947-1951**  
(\$ Millions)

—	1947	1948	1949	1950	1951 <sup>2</sup>
<b>Travellers from the United States:</b>					
Means of Travel:					
Automobile .....	118.4	139.4	145.3	148.1	151.6
Rail .....	56.6	55.9	52.8	43.5	43.6
Boat .....	22.1	16.0	13.8	13.7	10.5
Bus (Exclusive of local bus) .....	16.7	20.8	24.4	20.8	17.7
Airplane .....	13.1	12.1	17.6	21.4	22.2
Other (pedestrians, local bus, etc.) .....	14.2	23.2	13.2	12.2	12.4
<b>Total, U.S.A. ....</b>	<b>241.1</b>	<b>267.4</b>	<b>267.1</b>	<b>259.7</b>	<b>258.0</b>
<b>Travellers from Overseas Countries<sup>1</sup> .....</b>	<b>10.0</b>	<b>13.0</b>	<b>18.0</b>	<b>15.0</b>	<b>16.0</b>
<b>Total, all Countries .....</b>	<b>251.1</b>	<b>280.4</b>	<b>285.1</b>	<b>274.7</b>	<b>274.0</b>

**TABLE 10. Expenditures of Canadian Travellers in Foreign Countries, 1947-1951**  
(\$ Millions)

—	1947	1948	1949	1950	1951 <sup>2</sup>
<b>Travellers to the United States:</b>					
Means of Travel:					
Automobile .....	32.6	25.1	52.9	67.3	93.9
Train .....	52.2	35.9	46.2	47.0	58.2
Boat .....	4.1	3.1	4.6	3.5	3.9
Bus (Exclusive of local bus) .....	34.6	25.5	33.1	42.0	48.8
Airplane .....	9.0	7.3	9.7	13.8	22.1
Other (pedestrians, local bus, etc.) .....	19.8	16.3	18.4	19.1	19.0
<b>Total, U.S.A. ....</b>	<b>152.3</b>	<b>113.2</b>	<b>164.9</b>	<b>192.7</b>	<b>245.9</b>
<b>Travellers to Overseas Countries<sup>1</sup> .....</b>	<b>15.0</b>	<b>22.0</b>	<b>28.0</b>	<b>33.0</b>	<b>34.0</b>
<b>Total, all Countries .....</b>	<b>167.3</b>	<b>135.2</b>	<b>192.9</b>	<b>225.7</b>	<b>279.9</b>

1. Prior to confederation with Canada in 1949 Newfoundland was classed as an overseas country.

2. Subject to revision.

TABLE 11. Balance of Payments on Travel Account Between Canada and Other Countries, 1926-1951

(Net Credits + Net Debits -)

(\$ Million)

Year	Account with United States			Account with Overseas Countries <sup>1</sup>			Account with All Countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
1926.....	140	70	+ 70	12	29	- 17	152	99	+ 53
1927 .....	148	72	+ 76	15	28	- 13	163	100	+ 63
1928 .....	163	72	+ 91	14	26	- 12	177	98	+ 79
1929 .....	184	81	+103	14	27	- 13	198	108	+ 90
1930 .....	167	67	+100	13	25	- 12	180	92	+ 88
1931 .....	141	52	+ 89	12	19	- 7	153	71	+ 82
1932 .....	103	30	+ 73	11	19	- 8	114	49	+ 65
1933 .....	81	30	+ 51	8	14	- 6	89	44	+ 45
1934 .....	96	36	+ 60	10	14	- 4	106	50	+ 56
1935 .....	107	48	+ 59	10	16	- 6	117	64	+ 53
1936 .....	129	54	+ 75	13	21	- 8	142	75	+ 67
1937 .....	149	65	+ 84	17	22	- 5	166	87	+ 79
1938 .....	134	66	+ 68	15	20	- 5	149	86	+ 63
1939 .....	137	67	+ 70	12	14	- 2	149	81	+ 68
1940 .....	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941 .....	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942 .....	79	24	+ 55	3	3	—	82	27	+ 55
1943 .....	87	34	+ 53	2	3	- 1	89	37	+ 52
1944 .....	117	57	+ 60	3	3	—	120	60	+ 60
1945 .....	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946 .....	216	130	+ 86	6	6	—	222	136	+ 86
1947 .....	241	152	+ 89	10	15	- 5	251	167	+ 84
1948 .....	267	113	+154	13	22	- 9	280	135	+145
1949 .....	267	165	+102	18	28	- 10	285	193	+ 92
1950 .....	260	193	+ 67	15	33	- 18	275	226	+ 49
1951 <sup>2</sup> .....	258	246	+ 12	16	34	- 18	274	280	- 6

1. Prior to confederation with Canada in 1949 Newfoundland was classed as an overseas country.

2. Subject to revision.

**TABLE 12. Number of Foreign Automobiles and Other Vehicles Entering Canada, by Province of Entry, 1947-1951**

Entering by Ports in	Non-permit Class — Local Traffic <sup>1</sup>				
	1947	1948	1949	1950	1951
Atlantic Provinces .....	806,821	845,782	961,707	865,466	890,596
Quebec .....	199,670	234,153	218,196	276,231	287,626
Ontario .....	2,967,148	3,420,637	3,357,224	3,378,024	3,670,008
Manitoba .....	55,360	57,007	57,520	54,119	65,060
Saskatchewan .....	19,205	21,364	21,217	20,755	21,390
Alberta .....	18,024	19,143	17,674	19,717	17,029
British Columbia .....	77,356	89,324	90,221	95,722	105,542
Yukon .....	16	11	552	1,192	992
<b>Canada .....</b>	<b>4,143,600</b>	<b>4,687,421</b>	<b>4,724,311</b>	<b>4,711,226</b>	<b>5,058,243</b>
<b>Traveller's Vehicle Permits <sup>1</sup></b>					
Atlantic Provinces .....	93,417	104,982	130,751	148,265	151,219
Quebec .....	300,914	335,236	362,425	374,246	384,156
Ontario .....	1,005,194	1,125,956	1,200,491	1,236,290	1,343,083
Manitoba .....	24,407	24,516	31,129	26,315	35,480
Saskatchewan .....	9,702	11,663	14,155	15,715	16,786
Alberta .....	23,476	27,662	34,637	35,812	37,454
British Columbia .....	205,216	191,572	214,805	221,642	247,801
Yukon .....	1,527	2,401	1,561	1,863	3,622
<b>Canada .....</b>	<b>1,663,853</b>	<b>1,823,988</b>	<b>1,989,954</b>	<b>2,060,148</b>	<b>2,219,601</b>
<b>Commercial Vehicles</b>					
Atlantic Provinces .....	62,295	61,791	76,260	79,272	84,394
Quebec .....	25,339	27,403	36,750	44,238	45,307
Ontario .....	87,982	87,288	95,844	112,825	108,366
Manitoba .....	3,778	3,191	4,262	4,505	6,990
Saskatchewan .....	3,745	5,146	3,414	5,521	4,769
Alberta .....	4,401	2,746	3,155	3,862	3,924
British Columbia .....	6,175	7,989	8,538	10,980	14,707
Yukon .....	84	316	678	366	333
<b>Canada .....</b>	<b>193,799</b>	<b>195,870</b>	<b>228,901</b>	<b>261,569</b>	<b>268,790</b>

1. The expressions "Non-permit Class" and "Traveller's Vehicle Permits" are defined on page 4.

**TABLE 13. Number of Foreign Automobiles and Other Vehicles Entering Canada,  
by Month of Entry, 1947-1951**

Month	1947	1948	1949	1950	1951
<b>Non-permit Class—Local Traffic<sup>1</sup></b>					
January .....	189,790	225,540	244,609	250,428	264,544
February .....	167,863	224,075	239,202	229,037	231,951
March .....	210,224	258,309	253,881	259,925	296,211
April .....	241,501	310,508	315,660	315,198	336,229
May .....	330,240	423,911	406,528	394,928	433,970
June .....	431,926	479,661	501,106	484,504	539,502
July .....	590,979	666,898	695,554	690,785	745,704
August .....	643,812	641,671	626,231	634,708	718,260
September .....	425,942	502,099	456,460	467,622	490,436
October .....	368,243	368,271	388,556	382,285	393,898
November .....	292,881	299,995	302,135	296,431	310,452
December .....	250,199	286,483	294,389	305,375	297,086
<b>Total<sup>2</sup> .....</b>	<b>4,143,600</b>	<b>4,687,421</b>	<b>4,724,311</b>	<b>4,711,226</b>	<b>5,058,243</b>
<b>Traveller's Vehicle Permits<sup>1</sup></b>					
January .....	24,306	28,243	32,590	36,185	40,941
February .....	25,083	33,329	35,826	39,006	38,935
March .....	34,247	46,087	46,160	47,711	62,718
April .....	58,241	69,907	83,510	87,058	86,360
May .....	114,875	134,440	153,988	144,640	148,286
June .....	203,916	191,954	221,002	237,867	290,453
July .....	362,638	407,884	453,045	471,823	489,058
August .....	409,433	408,026	426,302	437,145	503,956
September .....	198,865	253,564	264,467	277,388	281,212
October .....	126,180	128,121	141,089	143,124	147,558
November .....	68,284	74,967	76,120	80,104	76,040
December .....	37,785	47,466	55,855	58,097	54,084
<b>Total<sup>3</sup> .....</b>	<b>1,663,853</b>	<b>1,823,988</b>	<b>1,989,954</b>	<b>2,060,148</b>	<b>2,219,601</b>
<b>Commercial Vehicles</b>					
January .....	13,288	13,309	14,993	18,817	20,213
February .....	13,505	12,199	14,908	17,596	19,153
March .....	14,049	14,681	17,609	20,278	21,607
April .....	16,608	16,299	16,266	18,878	21,201
May .....	16,827	15,911	18,584	21,935	24,746
June .....	17,477	17,627	19,591	23,628	25,777
July .....	17,816	16,643	20,572	23,481	23,764
August .....	17,204	18,224	23,163	25,410	24,010
September .....	17,000	18,453	22,085	24,148	24,207
October .....	17,928	18,356	21,431	24,049	22,607
November .....	16,681	17,251	19,918	21,941	21,381
December .....	15,416	16,917	19,781	21,408	20,124
<b>Total .....</b>	<b>193,799</b>	<b>195,870</b>	<b>228,901</b>	<b>261,569</b>	<b>268,790</b>

1. "Non-permit Class" and Travellers Vehicle Permits are defined on page 4.

2. Includes 5,748 motorcycles, 21,644 bicycles and 84,211 taxis in 1951.

3. Includes 1,291 motorcycles, 1903 bicycles and 2,418 other vehicles in 1951.

**TABLE 14. Number of Foreign Travellers Entering Canada from the United States, by Province of Entry, 1947-1951**

Province of Entry	1947	1948	1949	1950	1951
<b>(a) Rail<sup>1</sup></b>					
Atlantic Provinces .....	28,897	23,702	18,889	14,431	13,722
Quebec .....	244,961	223,040	198,552	163,862	160,180
Ontario .....	280,905	257,093	242,293	191,125	208,499
Manitoba .....	24,488	22,543	23,819	17,548	17,109
Saskatchewan .....	17,553	17,464	14,492	11,883	11,131
Alberta .....	1,220	1,288	1,594	1,474	1,251
British Columbia .....	49,519 <sup>2</sup>	44,077 <sup>2</sup>	51,670 <sup>2</sup>	47,874	70,421
Yukon .....	—	—	—	9,323	9,794
<b>Canada .....</b>	<b>647,543</b>	<b>589,207</b>	<b>551,309</b>	<b>457,520</b>	<b>492,107</b>
<b>(b) Boat</b>					
Atlantic Provinces .....	24,200	23,092	23,020	21,170	21,944
Quebec .....	5,122	1,670	1,646	1,706	3,157
Ontario .....	162,423	177,788	141,385	92,897	125,084
Manitoba .....	—	—	—	—	—
Saskatchewan .....	—	—	—	—	—
Alberta .....	—	—	—	25	—
British Columbia .....	142,161	132,388	134,188	95,719	108,211
Yukon .....	8	12	4	6	—
<b>Canada .....</b>	<b>333,914</b>	<b>334,950</b>	<b>300,243</b>	<b>211,523</b>	<b>258,396</b>
<b>(c) Bus<sup>3</sup></b>					
Atlantic Provinces .....	9,508	9,724	9,904	9,323	8,580
Quebec .....	32,855	36,663	35,450	40,534	37,465
Ontario .....	352,538	383,638	338,244	309,955	312,824
Manitoba .....	5,843	6,500	2,846	4,745	5,289
Saskatchewan .....	280	203	899	368	265
Alberta .....	2,345	5,422	2,617	2,450	2,665
British Columbia .....	38,698	37,355	39,197	39,088	39,861
Yukon .....	—	—	—	—	430
<b>Canada .....</b>	<b>442,067</b>	<b>479,505</b>	<b>429,157</b>	<b>406,463</b>	<b>407,379</b>
<b>(d) Airplane</b>					
Atlantic Provinces .....	7,309	7,105	8,742	10,157	9,284
Quebec .....	29,744	28,202	33,522	40,072	47,679
Ontario .....	32,414	33,777	42,601	47,893	59,556
Manitoba .....	4,513	4,929	6,447	7,306	6,062
Saskatchewan .....	102	354	248	337	683
Alberta .....	7,144	11,610	9,815	17,022	17,953
British Columbia .....	22,522	25,006	27,461	27,403	27,050
Yukon <sup>4</sup> .....	9,292	4,601	6,910	8,232	6,907
<b>Canada .....</b>	<b>113,040</b>	<b>115,584</b>	<b>135,746</b>	<b>158,422</b>	<b>175,174</b>

1. After deducting intransit passengers across Southern Ontario.

2. Including traffic intransit through British Columbia destined to Yukon.

3. Exclusive of local bus traffic between border communities but including intransit traffic.

4. Yukon traffic is practically all intransit to and from Alaska.

TABLE 15. Number of Foreign Travellers Entering Canada from the United States, by Month of Entry, 1947-1951

Month	1947	1948	1949	1950	1951
<b>(a) Rail (Gross Entries)</b>					
January .....	111,361	105,026	95,561	84,982	83,199
February .....	102,914	95,299	71,482	68,493	65,899
March .....	91,862	87,856	68,337	61,891	76,054
April .....	99,691	92,044	78,448	76,816	74,929
May .....	108,274	92,227	89,093	72,384	82,279
June .....	156,852	125,299	117,313	113,593	102,411
July .....	173,104	171,478	151,982	144,234	125,991
August .....	181,083	148,687	128,503	109,661	127,735
September .....	136,283	114,091	105,642	105,664	98,573
October .....	102,856	93,810	96,132	80,625	93,140
November .....	94,345	86,541	77,557	74,589	78,984
December .....	120,859	98,249	100,402	99,608	106,667
<b>Total .....</b>	<b>1,479,484</b>	<b>1,310,607</b>	<b>1,180,952</b>	<b>1,092,540</b>	<b>1,115,861</b>
<b>(b) Rail (Net Entries)</b>					
January .....	41,668	39,186	36,948	29,774	30,093
February .....	40,119	35,972	32,928	26,847	29,877
March .....	35,569	35,150	29,411	24,518	27,565
April .....	38,383	34,239	34,186	31,782	25,754
May .....	45,202	40,057	38,324	23,508	35,254
June .....	73,731	58,543	60,308	55,974	51,973
July .....	92,058	92,051	85,772	76,351	65,107
August .....	95,315	80,874	77,686	47,617	72,662
September .....	56,562	57,670	48,904	41,990	43,648
October .....	41,296	39,124	37,129	33,668	36,194
November .....	36,520	33,876	30,671	27,259	29,834
December .....	51,100	42,465	39,042	38,232	44,146
<b>Total .....</b>	<b>647,523</b>	<b>589,207</b>	<b>551,309</b>	<b>457,520</b>	<b>492,107</b>
<b>(c) Boat</b>					
January .....	2,300	2,248	1,936	1,348	1,318
February .....	2,828	2,374	1,627	1,545	1,163
March .....	3,792	2,978	2,761	1,743	1,613
April .....	5,278	3,545	3,616	4,212	2,879
May .....	12,056	16,137	18,548	6,353	7,137
June .....	37,156	39,261	39,790	31,177	34,835
July .....	101,935	98,586	90,207	70,269	83,916
August .....	118,281	111,995	95,727	63,331	87,917
September .....	35,996	43,679	34,404	21,545	28,082
October .....	8,270	7,368	6,637	5,523	4,875
November .....	3,409	3,886	2,513	2,017	2,447
December .....	2,613	2,893	2,477	2,460	2,214
<b>Total .....</b>	<b>333,914</b>	<b>334,950</b>	<b>300,243</b>	<b>211,523</b>	<b>258,396</b>

TABLE 15. Number of Foreign Travellers Entering Canada From the United States, by Month of Entry, 1947-1951 - Concluded

Month	1947	1948	1949	1950	1951
(d) Bus <sup>1,2</sup>					
January .....	13,005	14,111	12,558	11,446	14,102
February .....	11,973	14,222	13,908	12,442	12,397
March .....	11,317	14,454	13,691	13,885	19,159
April .....	19,504	17,035	17,837	19,107	18,342
May .....	28,726	33,719	31,793	33,830	33,106
June .....	48,710	51,105	54,012	48,598	43,542
July .....	98,342	105,381	95,325	91,439	88,687
August .....	104,362	106,398	82,308	81,840	82,599
September .....	44,491	57,492	50,377	42,664	39,202
October .....	27,826	26,851	25,548	21,521	24,264
November .....	16,973	19,638	16,522	14,569	15,750
December .....	16,838	19,099	15,278	15,122	16,229
<b>Total .....</b>	<b>442,067</b>	<b>479,503</b>	<b>429,157</b>	<b>406,463</b>	<b>407,379</b>
(e) Airplane					
January .....	4,462	4,690	5,814	7,408	9,638
February .....	5,095	5,296	6,032	7,549	9,298
March .....	6,595	6,172	7,748	8,657	10,880
April .....	7,716	7,501	8,985	11,051	11,816
May .....	10,477	9,851	12,866	14,449	15,193
June .....	11,906	13,179	16,092	17,794	18,377
July .....	14,815	14,494	18,267	19,858	21,777
August .....	16,638	15,539	17,297	20,424	21,230
September .....	12,803	13,844	15,132	16,947	19,193
October .....	10,067	10,145	11,016	13,665	15,772
November .....	6,407	7,491	8,220	9,960	11,198
December .....	6,059	7,382	8,277	10,660	10,802
<b>Total .....</b>	<b>113,040</b>	<b>115,584</b>	<b>135,746</b>	<b>158,422</b>	<b>175,174</b>

1. Exclusive of local bus traffic between border communities.

2. Includes a small percentage of intransit passengers across Southern Ontario.

**TABLE 16. Number of Canadian Automobiles and Other Vehicles Travelling in the United States by Province of Re-Entry into Canada, 1947-1951**

Province of Re-entry	1947	1948	1949	1950	1951
<b>Length of Stay — 24 Hours or Less</b>					
Atlantic Provinces .....	575,926	567,569	708,493	741,496	902,396
Quebec .....	241,669	235,403	255,647	368,932	457,655
Ontario .....	601,807	591,232	762,970	837,120	1,177,829
Manitoba .....	54,493	47,818	53,893	57,026	88,115
Saskatchewan .....	36,231	29,000	32,502	32,989	41,741
Alberta .....	19,226	21,319	25,854	27,725	25,868
British Columbia .....	271,816	249,254	278,749	289,452	351,087
Yukon .....	—	1	3	42	10
<b>Canada .....</b>	<b>1,801,168</b>	<b>1,741,596</b>	<b>2,118,111</b>	<b>2,354,782</b>	<b>3,044,701</b>
<b>Length of Stay — Over 24 Hours</b>					
Atlantic Provinces .....	10,243	11,253	17,684	21,007	28,780
Quebec .....	51,977	46,882	60,303	77,137	109,660
Ontario .....	71,999	66,502	120,814	151,855	219,886
Manitoba .....	17,729	14,739	20,821	21,573	32,649
Saskatchewan .....	9,782	11,279	15,197	16,719	20,929
Alberta .....	8,503	12,119	17,536	20,953	19,451
British Columbia .....	39,555	37,534	79,847	88,644	107,313
Yukon .....	—	7	4	7	20
<b>Canada .....</b>	<b>209,788</b>	<b>200,315</b>	<b>332,206</b>	<b>397,895</b>	<b>538,688</b>
<b>Commercial Vehicles</b>					
Atlantic Provinces .....	59,569	57,085	60,837	76,553	83,786
Quebec .....	28,026	29,005	32,548	49,802	61,866
Ontario .....	56,273	55,473	65,490	71,948	118,984
Manitoba .....	7,319	5,106	5,261	6,360	12,424
Saskatchewan .....	7,325	6,907	6,407	7,586	10,396
Alberta .....	6,994	5,604	5,229	5,447	7,000
British Columbia .....	15,942	18,580	17,643	21,533	23,609
Yukon .....	4	64	49	29	15
<b>Canada .....</b>	<b>181,452</b>	<b>177,824</b>	<b>193,464</b>	<b>239,258</b>	<b>318,080</b>

**TABLE 17. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-Entry into Canada, 1947-1951**

Month	1947	1948	1949	1950	1951
<b>Length of Stay—24 Hours or Less</b>					
January .....	96,935	83,263	116,110	130,265	165,051
February .....	93,195	82,722	109,327	126,339	144,268
March .....	121,419	108,764	130,750	148,200	205,536
April .....	139,094	120,027	160,391	181,864	234,231
May .....	165,239	153,570	197,556	206,627	279,373
June .....	174,863	160,091	198,556	218,359	298,456
July .....	212,141	194,261	248,819	270,134	357,098
August .....	219,559	203,857	230,555	254,900	342,162
September .....	174,749	177,600	198,195	217,405	304,002
October .....	176,099	173,654	203,816	226,960	274,094
November .....	136,791	148,253	163,838	187,213	220,575
December .....	91,084	135,534	160,198	186,516	219,855
<b>Total<sup>1</sup> .....</b>	<b>1,801,168</b>	<b>1,741,596</b>	<b>2,118,111</b>	<b>2,354,782</b>	<b>3,044,701</b>
<b>Length of Stay—Over 24 Hours</b>					
January .....	5,154	4,576	7,457	8,938	12,559
February .....	5,485	3,962	6,175	7,751	11,482
March .....	8,148	7,768	11,825	12,626	28,403
April .....	14,322	9,496	23,123	27,526	28,482
May .....	15,287	14,810	23,462	22,359	34,450
June .....	18,528	16,493	28,183	31,052	43,915
July .....	35,336	34,110	61,955	67,967	97,772
August .....	40,009	39,877	60,000	76,830	103,721
September .....	26,294	26,552	43,371	52,375	70,493
October .....	24,223	21,971	34,689	43,662	54,173
November .....	11,791	12,497	19,349	25,560	30,119
December .....	5,211	8,203	12,617	21,249	23,119
<b>Total<sup>2</sup> .....</b>	<b>209,788</b>	<b>200,315</b>	<b>332,206</b>	<b>397,895</b>	<b>538,688</b>
<b>Commercial Vehicles</b>					
January .....	12,839	11,793	14,448	16,557	26,027
February .....	15,325	11,743	14,478	18,658	27,086
March .....	15,771	13,149	16,862	20,265	28,362
April .....	13,201	12,535	14,886	16,079	23,011
May .....	15,348	15,307	16,153	19,323	26,746
June .....	15,684	16,034	17,247	20,137	27,766
July .....	16,636	17,150	15,086	20,731	27,224
August .....	17,303	17,765	17,483	25,432	27,919
September .....	16,490	16,383	16,069	21,236	26,082
October .....	17,297	16,125	17,746	21,213	27,334
November .....	13,769	15,659	16,802	19,746	25,815
December .....	11,789	14,181	16,204	19,881	24,708
<b>Total .....</b>	<b>181,452</b>	<b>177,824</b>	<b>193,464</b>	<b>239,258</b>	<b>318,080</b>

1. Includes 11,157 motorcycles, 31,155 bicycles and 139,597 taxis in 1951.

2. Includes 1,442 motorcycles, 247 bicycles and 1,168 taxis in 1951.

TABLE 18. Number of Canadians Returning from the United States by Province of Re-Entry Into Canada, 1947-1951

Province of Re-entry	1947	1948	1949	1950	1951
<b>(a) Rail</b>					
Atlantic Provinces .....	22,651	19,813	18,185	13,196	15,459
Quebec .....	203,691	165,160	175,446	153,814	163,379
Ontario .....	282,413	234,187	260,586	245,995	237,064
Manitoba .....	25,950	21,020	27,831	20,196	22,124
Saskatchewan.....	8,949	7,880	7,817	5,955	5,971
Alberta .....	1,002	879	977	770	511
British Columbia .....	41,021 <sup>1</sup>	28,434 <sup>1</sup>	41,272 <sup>1</sup>	57,179	80,070
Yukon .....	—	—	—	1,740	1,526
<b>Canada .....</b>	<b>585,677</b>	<b>477,373</b>	<b>532,114</b>	<b>498,845</b>	<b>526,104</b>
<b>(b) Boat</b>					
Atlantic Provinces .....	28,376	32,469	39,064	34,442	37,161
Quebec .....	4,481	4,418	1,086	4,418	1,711
Ontario .....	41,861	40,903	40,790	10,536	9,474
Manitoba .....	—	—	—	—	—
Saskatchewan.....	—	—	—	—	—
Alberta .....	—	—	—	10	—
British Columbia .....	26,140	20,462	26,741	17,157	20,955
Yukon .....	3	14	—	2	6
<b>Canada .....</b>	<b>100,861</b>	<b>98,266</b>	<b>107,681</b>	<b>66,565</b>	<b>69,307</b>
<b>(c) Bus<sup>2</sup></b>					
Atlantic Provinces .....	11,225	9,331	12,960	14,670	17,702
Quebec .....	37,591	39,208	59,560	67,270	76,118
Ontario .....	353,504	294,790	380,175	390,676	391,689
Manitoba .....	15,433	18,806	10,029	17,522	20,257
Saskatchewan.....	828	707	1,123	1,176	933
Alberta .....	2,982	3,126	3,985	4,069	4,760
British Columbia .....	81,853	77,071	95,460	81,695	78,351
Yukon .....	—	—	—	—	42
<b>Canada .....</b>	<b>503,416</b>	<b>443,039</b>	<b>563,292</b>	<b>577,078</b>	<b>589,852</b>
<b>(d) Airplane</b>					
Atlantic Provinces .....	2,682	2,713	3,963	4,669	4,864
Quebec .....	17,583	17,544	22,005	31,106	41,516
Ontario .....	27,174	33,874	43,917	51,629	65,995
Manitoba .....	2,924	2,738	3,588	5,416	3,694
Saskatchewan.....	19	66	75	146	242
Alberta .....	1,290	1,255	1,326	2,104	3,381
British Columbia .....	12,992	12,382	15,504	16,051	19,244
Yukon .....	365	312	341	394	385
<b>Canada .....</b>	<b>65,029</b>	<b>70,884</b>	<b>90,719</b>	<b>111,515</b>	<b>139,321</b>

1. Including traffic intransit through British Columbia destined to Yukon.

2. Exclusive of local bus traffic between border communities.

**TABLE 19. Number of Canadians Returning from the United States  
by Month of Re-Entry into Canada, 1947-1951**

Month	1947	1948	1949	1950	1951
<b>(a) Rail (Gross Entries)</b>					
January .....	47,633	39,227	43,365	47,910	42,600
February .....	38,763	30,359	31,095	28,560	29,937
March .....	43,792	39,491	33,095	31,014	48,781
April .....	52,618	33,960	50,606	44,903	38,186
May .....	44,528	37,946	41,185	32,015	38,963
June .....	45,320	33,856	40,583	40,813	39,420
July .....	63,607	49,863	63,410	55,136	56,506
August .....	69,538	54,945	62,795	48,996	59,096
September .....	52,601	44,284	50,020	43,656	49,547
October .....	51,009	42,721	44,495	46,284	45,577
November .....	37,522	32,173	32,622	36,423	35,910
December .....	38,746	38,548	38,843	43,135	41,581
<b>Total .....</b>	<b>585,677</b>	<b>477,373</b>	<b>532,114</b>	<b>498,845</b>	<b>526,104</b>
<b>(b) Rail (Net Entries)</b>					
January .....	46,829	38,516	42,766	47,492	42,070
February .....	38,284	29,841	30,637	28,206	29,526
March .....	43,194	38,635	32,595	30,523	48,126
April .....	51,633	33,160	49,786	44,266	37,659
May .....	43,705	37,159	40,245	31,194	38,368
June .....	44,420	33,091	39,641	40,075	38,754
July .....	62,742	48,975	62,045	54,270	55,619
August .....	68,496	53,949	61,765	48,326	58,141
September .....	51,775	43,405	49,102	42,902	48,871
October .....	50,146	41,931	43,741	45,588	44,789
November .....	36,631	31,486	31,882	35,647	35,127
December .....	37,802	37,747	38,012	42,201	40,793
<b>Total .....</b>	<b>575,657</b>	<b>467,895</b>	<b>522,217</b>	<b>490,690</b>	<b>517,843</b>
<b>(c) Boat</b>					
January .....	2,075	2,954	2,618	3,198	3,288
February .....	2,240	2,744	2,363	2,661	3,080
March .....	2,547	2,772	2,506	3,404	3,628
April .....	3,052	2,587	4,279	3,021	4,014
May .....	4,307	4,360	4,667	3,729	4,811
June .....	10,947	9,179	10,303	6,634	5,987
July .....	19,593	22,327	29,580	12,169	10,310
August .....	29,685	25,891	26,238	11,855	12,413
September .....	14,674	14,383	12,683	6,752	8,035
October .....	4,663	4,425	4,716	4,927	5,091
November .....	3,258	3,216	3,820	3,767	4,138
December .....	3,820	3,428	3,908	4,448	4,512
<b>Total .....</b>	<b>100,861</b>	<b>98,266</b>	<b>107,681</b>	<b>66,565</b>	<b>69,307</b>

**TABLE 19. Number of Canadians Returning from the United States  
by Month of Re-Entry Into Canada, 1947-1951 — Concluded**

Month	1947	1948	1949	1950	1951
<b>(d) Bus<sup>1</sup></b>					
January .....	26, 133	23, 317	26, 148	28, 785	34, 888
February .....	24, 490	21, 979	25, 669	27, 641	31, 509
March .....	31, 286	26, 937	33, 073	35, 584	41, 497
April .....	34, 474	26, 701	43, 659	45, 718	35, 314
May .....	39, 607	36, 052	50, 449	45, 005	50, 272
June .....	48, 578	40, 931	53, 924	53, 061	57, 304
July .....	68, 477	57, 405	78, 718	72, 865	80, 207
August .....	77, 156	69, 423	78, 543	82, 345	81, 411
September .....	51, 246	51, 990	60, 331	56, 611	58, 021
October .....	47, 134	38, 777	47, 587	51, 110	46, 872
November .....	32, 926	25, 931	33, 236	38, 963	35, 646
December .....	21, 909	23, 596	31, 955	39, 390	36, 911
<b>Total .....</b>	<b>503, 416</b>	<b>443, 039</b>	<b>563, 292</b>	<b>577, 078</b>	<b>589, 852</b>
<b>(e) Airplane</b>					
January .....	3, 803	3, 791	5, 318	5, 613	10, 194
February .....	4, 052	3, 708	5, 163	5, 936	9, 351
March .....	5, 684	5, 454	7, 332	7, 872	13, 468
April .....	6, 861	6, 051	9, 152	10, 786	12, 570
May .....	5, 904	6, 472	8, 732	10, 158	12, 127
June .....	5, 287	6, 741	8, 605	9, 437	11, 502
July .....	5, 412	7, 203	8, 030	9, 414	11, 061
August .....	6, 369	6, 304	8, 178	10, 635	12, 228
September .....	6, 587	7, 356	9, 547	11, 050	13, 487
October .....	6, 741	7, 415	8, 931	12, 182	13, 479
November .....	4, 639	5, 357	6, 529	9, 598	10, 768
December .....	3, 690	5, 032	5, 202	8, 834	9, 086
<b>Total .....</b>	<b>65, 029</b>	<b>70, 884</b>	<b>90, 719</b>	<b>111, 515</b>	<b>139, 321</b>

1. Exclusive of local bus traffic between border communities.

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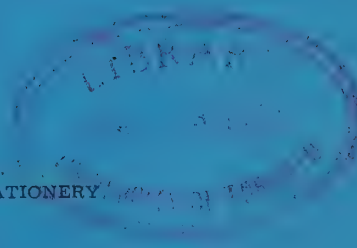
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GOVERNMENT OF CANADA

TRAVEL BETWEEN CANADA  
AND  
OTHER COUNTRIES  
1952



EDMOND CLOUTIER, C.M.G., O.A., D.S.P.  
QUEEN'S PRINTER AND CONTROLLER OF STATIONERY  
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TRAVEL BETWEEN CANADA  
AND  
OTHER COUNTRIES  
1952

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# TRAVEL BETWEEN CANADA AND OTHER COUNTRIES, 1952

## Leading Developments in Travel between Canada and Other Countries

Although there were more visitors to Canada from the United States in 1952 than ever before, there was not a corresponding increase in the expenditures in Canada by American travellers, but there were substantial increases in both the numbers of Canadians travelling in the United States and in their expenditures in that country. Consequently the principal change in Canada's travel account in 1952 was the excess of payments over receipts in the account with the United States which appeared for the first time. A credit balance of \$154 million in 1948, when Canadian expenditures were restricted, was reduced progressively year by year to only \$12 million in 1951, and replaced by a debit balance of \$37 million in 1952.

There was an increase of nearly 3 million re-entries into Canada by Canadian travellers returning during the year after visiting the United States. Their expenditures at \$294 million were \$48 million higher than in the previous year and \$37 million higher than the expenditures of Americans visiting Canada. Automobile traffic contributed nearly \$25 million toward the gain in expenditures, the increase being attributed to greater volume of traffic rather than increased rates of expenditure. Rising

purchases of merchandise by Canadian travellers in the United States made up a considerable part of the increase in expenditures.

Expenditures of United States residents travelling in Canada remained close to that of 1951, although there continued to be an increasing number of visitors. Automobile expenditures were \$9 million lower than last year, but expenditures of the non-automobile traffic increased by \$8 million, leaving the aggregate about the same as last year.

There was also an adverse trend in the balance on overseas travel account during the past year. Although Canada is accustomed to a debit balance on travel account with overseas countries, payments increased to a greater extent than receipts in 1952. Canadians spent \$42 million in overseas countries in 1952, an increase of \$8 million during the year, whereas expenditures in Canada of travellers from overseas countries increased by only \$2 million. Thus the debit balance in our travel account with overseas countries was increased from \$18 million in 1951 to \$24 million in 1952. With the additional \$37 million debit balance in Canada's account with the United States, there was an overall deficit of \$61 million in account with all countries.

Statement 1. Number and Expenditures of United States Travellers in Canada 1950-1952.

Type of transportation	Number of persons			Expenditures		
	1950	1951	1952	1950	1951	1952 <sup>1</sup>
		Thousands			\$Millions	
Automobile:						
Non-permit or local traffic .....	8,843	9,000	9,085	20.1	18.8	18.6
Customs Permits .....	6,029	6,520	6,672	128.0	132.8	123.9
Repeat trips of permit holders .....	2,600	2,982	2,811	—	—	—
<b>Total .....</b>	<b>17,472</b>	<b>18,502</b>	<b>18,568</b>	<b>148.1</b>	<b>151.6</b>	<b>142.5</b>
Non-Automobile:						
Rail .....	1,093	1,116	1,111	43.5	43.6	45.9
Boat .....	212	259	303	13.7	10.5	14.2
Through bus .....	406	407	375	20.8	17.7	18.1
Plane .....	158	175	185	21.4	22.2	21.9
Other .....	4,176	4,421	5,735	12.2	12.4	14.4
<b>Total .....</b>	<b>6,045</b>	<b>6,378</b>	<b>7,709</b>	<b>111.6</b>	<b>106.4</b>	<b>114.5</b>
<b>Grand Total .....</b>	<b>23,517</b>	<b>24,880</b>	<b>26,277</b>	<b>259.7</b>	<b>258.0</b>	<b>257.0</b>

1. Subject to revision.

### United States Travel Expenditures in Canada by Types of Transportation

An analysis of United States travel expenditures in Canada according to types of transportation used in entering the country during 1952 indicates a reverse of the pattern established during the previous 3 years. Aggregate expenditures of non-automobile traffic show an increase of 8 per cent compared with 1951 amounting to \$8 million. Ex-

penditures of traffic by common carrier had reached \$122 million in 1949, declining to \$112 million in 1950, and \$106 million in 1951. The increase of \$8 million recorded by non-automobile traffic, however, was not sufficient to offset a greater decrease in expenditures of automobile traffic.

#### STATEMENT 2. Expenditures in Canada of Travellers from the United States by Types of Transportation 1948-1952

Type of Transportation	1948	1949	1950	1951	1952 <sup>1</sup>
	\$ Million				
Automobile.....	139.4	145.3	148.1	151.6	142.5
Rail.....	55.9	52.8	43.5	43.6	45.9
Boat.....	16.0	13.8	13.7	10.5	14.2
Bus (exclusive of local bus).....	20.8	24.4	20.8	17.7	18.1
Airplane.....	12.1	17.6	21.4	22.2	21.9
Other (pedestrians, local bus, etc).....	23.2	13.2	12.2	12.4	14.4
<b>Total.....</b>	<b>267.4</b>	<b>267.1</b>	<b>259.7</b>	<b>258.0</b>	<b>257.0</b>

1. Subject to revision.

The total number of non-resident automobiles entering Canada during 1952 was 7.4 million, an increase of 4 per cent over the previous year. The non-permit or local class increased by 5 per cent while the gain in entries on customs permits was under 3 per cent. The increase in volume of the non-permit class was consistent throughout each quarter of the year whereas automobiles travelling in Canada on customs permits declined slightly during July, August and September. This decline, however, was not sufficient to counter a gain in volume during the remainder of the year resulting in a net increase for 1952. It will be noted that the

greatest percentage gain in volume occurred during the first six months of the year when the discount on United States funds was lowest.

Expenditures of non-residents travelling in Canada by automobile were down \$9 million from the previous year, the first decline to be registered since 1943. Automobile expenditures had continued to rise year by year from a low of \$17 million in 1943 to a peak of \$152 million in 1951. Lower average expenditures per visit for both the non-permit and customs permit travellers were recorded, the decrease being consistent for both types of travel and distributed throughout the year.

#### STATEMENT 3. Average Declared Expenditure per Car of Non-Resident Motorists Travelling in Canada on Customs Permits, by Class of Permit, 1948-1952

Class of permit	1948	1949	1950	1951	1952
	\$	\$	\$	\$	\$
Commuter.....	372.07	296.07	311.90	288.16	320.25
Summer resident.....	440.99	384.42	299.11	345.66	322.36
Local.....	97.52	91.43	91.86	131.57	117.85
Other.....	63.34	66.53	60.29	57.25	51.92

An examination of the average expenditures of United States motorists by class of permit in Statement 3 shows that all classes declined, with the exception of commuters where an increase over the previous year was recorded. Special classes such as commuters, summer residents and locals make up less than one per cent of the entries, but their expenditures are of more significance than the volume would indicate. Expenditures of the special groups reached nearly \$6 million during 1952, or

approximately 5 per cent of the expenditures of motorists travelling on customs permits. Average expenditures of the "other" class of permit holders declined sharply during 1952. The decline varied from less than \$1 per car in British Columbia to over \$12 per car in the neighbouring province of Alberta. The low average expenditure in Ontario is no doubt caused by the short duration of the visit, reflecting the influence of intransit traffic across the southern part of the province.

**STATEMENT 4. Average Declared Expenditure per Car of Non-Resident Motorists Travelling in Canada on Customs Permits<sup>1</sup> by Province of Exit 1948-1952**

Province of exit	1948	1949	1950	1951	1952 <sup>2</sup>
	\$	\$	\$	\$	\$
Atlantic Provinces .....	102.36	98.34	82.62	78.62	72.61
Quebec .....	66.35	66.52	62.52	59.87	55.07
Ontario .....	54.05	57.93	51.09	48.11	42.07
Manitoba .....	97.33	88.47	93.84	80.88	71.89
Saskatchewan .....	69.56	91.48	92.01	91.07	83.86
Alberta .....	133.60	134.44	143.57	126.53	114.31
British Columbia .....	100.83	84.35	80.38	84.91	84.11
<b>Total</b> .....	<b>63.34</b>	<b>66.53</b>	<b>60.29</b>	<b>57.23</b>	<b>51.92</b>

1. Exclusive of commuters, summer residents and locals.

2. Subject to revision.

Boat traffic accounted for nearly half of the increase in expenditures of non-automobile traffic over the previous year. Expenditures of travellers by boat had reached \$22 million in 1947, declining consistently each year to a figure less than half that amount in 1951. The increase in expenditures for this type of traffic can be credited to an increase in volume amounting to 17 per cent over 1951, and also to an increase in average expenditure per person. In this respect it is of interest to note that the increase in volume was consistent for each quarter of the year, whereas, the increase in average expenditures occurred in the third quarter when volume was highest and also when the rate of discount on the United States dollar was greatest.

Expenditures of travellers by rail accounted for slightly over \$2 million of the increase in non-automobile traffic. The decline in expenditures had extended over a longer period than that of boat traffic, the peak of \$67 million having been reached in 1944, when wartime restrictions had curtailed automobile traffic. The gain recorded over the previous year can be attributed to an increase in average expenditure per person, the volume having

dropped slightly. Contrary to the average expenditures of boat travellers, most of the increase was experienced during the first, second and fourth quarters, when the discount on United States funds was less than in the third quarter.

Travellers by bus accounted for a smaller portion of the increase over the previous year and, similar to traffic by rail, the increase can be traced to higher average expenditures, the volume having dropped by nearly 8 per cent.

Traffic by plane was the only type of travel other than automobile, to show a drop in expenditures during 1952. Volume increased by 5 per cent, but average expenditures particularly in the third quarter, were lower than the previous year. The average expenditure per person per day dropped slightly for travellers by plane, whereas the average for traffic by boat, rail and bus increased over the previous year. The increase in the average expenditure per person-day was fairly substantial due to the fact that the average length of visit for persons arriving by common carrier had declined during 1952.

All United States travellers to Canada not included in the classifications mentioned above are grouped for convenience into a residuary classification called "Other Travellers". This group includes persons proceeding on foot and by ferry, taxi, motorcycle, bicycle and local bus. Expend-

itures of this group accounted for \$2 million of the increase in non-automobile expenditures, the gain being due entirely to an increase of nearly 30 per cent in the volume of this type of traffic. Estimated average expenditure per person in this group declined slightly during the year.

### Analysis of United States Motor Traffic to Canada by Ports of Entry and Exit

No direct information is secured from the tourist as to the route or places visited in Canada, but certain patterns of behaviour are apparent from a study of points of entry and exit. For such a study the period of June through September was selected, which includes the principal touring season.

Table 2 shows that a total of 442,291 automobiles left Canada during June to September 1952, after having entered through Fort Erie and Niagara Falls. Of this number 264,484 returned to the United States by way of Fort Erie-Niagara Falls, and 129,328 returned through the St. Clair-Detroit River ports; a high proportion of which are considered intransit traffic, with more than one half remaining in Canada less than one day.

Traffic in the opposite direction is next in importance as shown in Table 2. The number of cars leaving Canada during the same period after having entered through the St. Clair-Detroit River ports amounted to 346,595. Of this number 183,866 returned via St. Clair-Detroit River ports and 139,599 via Fort Erie-Niagara Falls, again showing the importance of intransit traffic.

The route between Fort Erie-Niagara Falls and the St. Lawrence River ports is very popular as it includes a trip north of Lake Ontario, and perhaps a visit to Ontario's largest city. Automobiles using this route for entry and exit during the four month period amounted to 36,270 in both directions.

Another route that has always been popular with American motorists, is that between the various

ports of entry along the border in Quebec and the St. Lawrence River border ports. Motorists choosing this route for entry and exit totalled 28,595 in both directions during 1952.

A comparison of the volume of traffic in both directions on the six most popular routes within Ontario appears in Table 8. The table shows the number of permit-holding cars, exclusive of summer residents and other special classes, which followed these routes during the four month period for the years 1950-1952. The volume of traffic over each route is given as a percentage of the total number of cars to enter the province through all ports of entry. It will be noted that 37 per cent of the total traffic to enter Ontario during the same period followed the routes given in Table 8. The importance of these routes is stressed further by the fact that 60 per cent of the foreign automobiles entering Canada during 1952, entered through ports in Ontario.

In Table 7 the number of permit-holding cars leaving Canada by a province other than that of entry is expressed as a percentage of the total for each province. In examining these figures, however, it must be borne in mind that they do not represent the total volume of non-resident traffic crossing provincial boundaries, as they are exclusive of vehicles leaving by the province of entry after having visited another province or provinces. The percentage of American cars leaving by a province other than that of entry remained the same for Canada although some provinces show a higher percentage minimum interprovincial travel, and others a lower percentage.

### Intransit Automobile Traffic

Intransit automobile traffic is an important factor often not taken into consideration in an analysis of the number of American automobiles on Canadian highways, particularly in Ontario where many motorists use the southern part of the province as a shorter route between centres in the United States.

An exact division between intransit and other motorists is impossible, but an analysis of motor traffic proceeding between St. Clair-Detroit River ports, and Fort Erie-Niagara Falls in the summer months indicates a high proportion of it is intransit.

**STATEMENT 5. Number of Non-Resident One and Two-Day Automobiles Travelling on Customs Permits<sup>1</sup> Intransit Between Selected Border Points in Ontario, 1948-1952**

Border points	1948	1949	1950	1951	1952
Fort Erie—Windsor .....	87,041	97,383	115,297	121,358	115,246
Niagara Falls—Windsor .....	79,809	83,866	92,148	102,816	110,061
Fort Erie—Sarnia .....	22,397	26,168	31,384	35,129	36,323
Niagara Falls—Sarnia .....	53,680	59,054	61,019	71,935	80,979
<b>Total of above .....</b>	<b>242,927</b>	<b>266,471</b>	<b>299,848</b>	<b>331,238</b>	<b>342,609</b>
<b>Total number of Cars<sup>1</sup> entering Ontario irrespective of length of visit .....</b>	<b>1,093,528</b>	<b>1,148,436</b>	<b>1,184,577</b>	<b>1,291,475</b>	<b>1,312,231</b>
Intransit traffic as percentage of total traffic .....	22.2	23.2	25.3	25.6	26.1

1. Exclusive of commuters, summer residents and locals.

In addition to Ontario, the provinces of Quebec and British Columbia are affected by intransit traffic but to a smaller degree. A desire to shorten distances on an otherwise long trip, or take a view of Canadian territory for pleasure, or even a change in shopping centres, encourages intransit travel. Many of these travellers would not be issued a permit were they not leaving Canada by a port other than that of entry.

Table 2 reveals that in the four months from June through September, 87 per cent of American motorists proceeding both ways between the above mentioned points in Ontario made the trip in 48 hours or less, an increase of one per cent of the

total compared with the previous year. If special groups such as commuters, summer residents and locals are omitted these short-cut motorists have increased from 22.2 per cent of the total entries into Ontario in 1948, to 26.1 per cent in 1952 as shown in Statement 5. This represents one in every four permit-cars, which appear to be chiefly interested in a shorter route between two points in the United States rather than a vacation in Canada. The high proportion of intransit traffic in the total has an important effect in lowering the average duration of stay of all motorists, which in turn has a depressing effect on the average expenditure per car.

**Receipts of United States Travellers in Canada during 1952, Classified by Length of Stay in Canada**

The total number of entries into Canada by residents of the United States amounted to over 26 million in 1952. This figure is the aggregate of many types of travellers, ranging from residents of border communities who may enter Canada many times during the year for visits of short duration, to others who may stay for weeks or months. Average expenditures of visitors vary from a few dollars for casual visits of a day or less to averages of over \$300 for visits of long duration. Short-term visits are numerous especially between border communities such as Windsor-Detroit, and other areas where close economic and social relationships exist. Although the short-term visits are numerous amounting to 85 per cent of the volume, they contribute only 20 per cent of the expenditures of United States travellers in Canada.

In Statement 6, visits of two days or less are grouped under one section as "Short-term traffic" and visits of longer duration are designated as "Long-term traffic". Of a total of over 26 million entries, only 4 million or approximately 15 per cent remained longer than 48 hours. This group, however, made up over 80 per cent of the receipts from United States travellers during 1952. The importance of

the long-term group as a source of revenue has remained fairly constant during the past four years, accounting for 81 per cent of the total during 1949-1951. There were increases in the numbers of both the short and long-term groups in 1952 over 1951.

The pattern of American automobile travel in Canada in 1952 is given in Tables 1 and 1A which analyze this type of traffic in considerable detail according to length of visit. The importance of the one-day visit has varied in the post-war period from 37 per cent of the total entries in 1946 to 35 per cent in 1952. The trend, however, has not been regular, there being increases in the proportion of one-day traffic in 3 years of the period; the increases being more than offset by declines in the other years. Contrary to the trend in the group remaining one day or less, the two-day group has increased from 19 per cent of the total in 1946 to 21 per cent in 1952 practically the same proportion as the decline in the one-day class, the gain being irregular. Cars remaining 3 to 7 days accounted for 30 per cent of the entries in 1946, and 31 per cent in 1952. Cars remaining 8 to 15 days have varied less than one per cent during the period from 1946 to 1952, making up between 9 and 10 per cent of

## STATEMENT 6. Expenditures of United States Travellers in Canada by Length of Stay, 1952

Mode of travel	Number of persons	% of grand total	Expenditures <sup>1</sup>	% of grand total
Short term traffic:				
Automobile:				
Non-permit or local traffic	9,085,110	34.57	18,627,484	7.25
Customs permit holders:				
Commuters	7,804	0.03	1,018,629	0.40
Locals	10,430	0.04	532,596	0.21
Repeat trips	2,811,256	10.70	—	—
Other				
1 day's stay	2,469,573	9.40	5,967,073	2.32
2 days' stay	1,390,950	5.29	9,896,186	3.85
Rail, intransit	619,255	2.36	—	—
Bus, intransit	75,555	0.29	226,665	0.09
Airplane, intransit	6,790	0.03	20,370	0.01
Other travellers (pedestrians, local bus etc.)	5,735,103	21.82	14,382,177	5.59
<b>Total</b>	<b>22,211,826</b>	<b>84.53</b>	<b>50,671,180</b>	<b>19.72</b>
Long term traffic:				
Automobile:				
Customs permit holders:				
Summer Residents	30,583	0.12	4,146,907	1.61
Other				
More than two days' stay	2,762,540	10.51	102,361,655	39.83
Rail	491,216	1.87	45,925,977	17.87
Bus	299,496	1.14	17,868,553	6.95
Airplane	178,339	0.68	21,826,581	8.49
Boat	302,834	1.15	14,208,187	5.53
<b>Total</b>	<b>4,065,008</b>	<b>15.47</b>	<b>206,337,860</b>	<b>80.28</b>
<b>Grand total</b>	<b>26,276,834</b>	<b>100.00</b>	<b>257,009,040</b>	<b>100.00</b>

1. Subject to revision

the total. The group remaining over 15 days in Canada has also been quite stable during the period, varying from 5 per cent of the total in 1946 to 4 per cent in 1952.

An examination of the average length of stay over the past six years (excluding special groups such as summer residents and commuters, etc.) reveals the following:

Year	Average Length of Visit in Days	Length of Stay (Days)	Average Length of Stay		Percent of Total Entries	
			1951	1952	1951	1952
1947 .....	5.39	1 .....	1	1	35.7	34.8
1948 .....	5.28	2 .....	2	2	21.0	21.4
1949 .....	4.99	3-7 .....	4	4	30.0	30.6
1950 .....	4.80	8-14 .....	10	10	9.4	9.2
1951 .....	4.51	15 and over ....	39	41	3.9	4.0
1952 .....	4.62	<b>Total .....</b>	<b>4.51</b>	<b>4.62</b>	<b>100.0</b>	<b>100.0</b>

The continued drop in average length of visit amounting to 16 per cent between 1947 and 1951 appears to have been checked in 1952. During the past year the portion of automobiles remaining one day in Canada dropped by nearly 1 per cent whereas

all other groups made up a greater part of the total than in the previous year, with the exception of those staying 8 to 15 days. This had the effect of raising the average length of stay from 4.51 to 4.62 days per visit.

A summary on length of stay as recorded in Table 1, in comparison with the previous year appears hereunder:

Examination of the data presented above indicates that the increase of 0.1 days in the average length of stay has been influenced by two factors: first, a decrease in the proportion of visits lasting 1 day; second, an increase in the average length of stay for cars remaining over 15 days. A combination

of these two factors in 1952 has probably checked the trend toward shorter visits that had developed during the previous 5 years.

An examination of Table 1 indicates the average expenditure per car per day declined for nearly all lengths of stay in 1952. Only two groups of motorists show higher expenditures per car per day; cars remaining 71 to 80 days and those staying 126 to 150 days. Further examination of Table 1 reveals that the decline in average expenditure per car per day, seems to have been more pronounced with cars remaining over 3 days. In 1951 the 3 to 14 day group accounted for 70 per cent of the total expenditures in Table 1 whereas in 1952 it amounted to 68 per cent. A comparison of the volume shows that in 1952, cars with 3 to 14 days stay made up

a greater portion of the total than in 1951. This would indicate that non-resident motorists, spending all or part of their vacation in Canada, were responsible for much of the decline in average expenditures per day. Motorists spending 3 days in Canada accounted for 12 per cent of the volume of traffic and 11 per cent of the expenditures in 1952. They are perhaps the most important group as a source of revenue listed in Table 1. The popularity of the "five-day week" in the United States, giving an opportunity for "weekend" travel, is reflected in the importance of this group of motorists.

A comparison of the average expenditure per car per day between 1951 and 1952 is summarized as follows:

Length of stay (Days)	Percent of total expenditures		Average expenditure per car per day		Per cent change in average exp. per car per day
	1951	1952	1951	1952	
1 .....	4.9	5.0	7.83	7.53	- 3.8
2 .....	7.7	8.0	10.51	9.68	- 7.9
3- 7 .....	42.5	42.1	18.90	16.74	- 11.4
8-14 .....	27.0	26.3	16.63	14.91	- 10.4
15 and over .....	17.9	18.6	6.72	5.92	- 11.9
<b>Total</b> .....	<b>100.0</b>	<b>100.0</b>	<b>12.67</b>	<b>11.23</b>	<b>- 11.4</b>

Examination of the summary appearing above confirms the data appearing in Statement 3 showing that average expenditures of all classes declined sharply in 1952 with the exception of commuters. It also confirms the statement that in 1952, the average expenditure of automobiles remaining over 3 days in Canada declined to a greater extent than the one and two day classes. High average expenditures per car per day in the 3 to 7 day group indicate a high percentage of week-end travel, especially since the average length of stay of this group has remained at 4 days for the past two years. The higher average per day suggests that possibly higher rates per day are paid for "week-end" accommodation than is the case for longer periods like a week. The higher rate per day for the two days' stay compared with one day is explained by the fact that it involves overnight accommodation.

The volume and expenditures of the group remaining over 15 days were more important in 1952

than in 1951. The average length of stay for this group increased in 1952, but the average expenditure per car per day declined by 12 per cent, indicating that possibly a higher percentage were spending longer vacations with relatives or friends than in 1951, or that many visitors from the United States curtailed their spending on account of the discount on United States funds.

Summarizing Table 1 we find that over 2 million American cars carrying over 6 million persons travelled in Canada on customs permits during 1952. They spent \$116 million and stayed an average of 4.62 days. The average number of persons per car was 2.97 and the average length of stay per person amounted to 4.25 days. Cars with a short duration of stay usually carry the highest average number of persons per car.

### Receipts from United States Travellers in Canada by Province of Entry

An accurate breakdown of receipts from United States travellers according to the province in which expenditures are made is impossible. Available information regarding ports of entry and exit used by American motorists travelling in Canada on customs permits makes it possible to determine how many motorists leave Canada by a province other than that of entry. The information is limited in this respect, however, as there is no way of determining what part of the expenditure is in the province of entry and what part is in other provinces. It must be emphasized therefore that esti-

mates in Statement 7 showing provincial distribution are not intended to accurately measure expenditures within the province concerned. All estimates are based on province of entry only, and make no allowance for Americans travelling from one province to another after they have entered Canada. For general comparisons in lieu of more detailed information the data presented in Statement 7 may be considered only as generally indicative of the provincial distribution of U.S. tourist expenditure in Canada during 1952.

#### STATEMENT 7. Distribution of United States Travel Expenditures in Canada by Province of Entry, 1948-1952

Province of entry	Percentage of total				
	1948	1949	1950	1951	1952 <sup>2</sup>
Atlantic Provinces <sup>1</sup> .....	7.9	7.0	8.7	8.6	7.8
Quebec .....	18.0	18.8	19.8	19.1	18.3
Ontario .....	56.5	56.1	50.4	49.8	50.6
Manitoba .....	2.8	2.7	2.9	2.4	2.6
Saskatchewan .....	1.6	1.4	1.4	1.5	1.7
Alberta .....	2.4	2.6	3.3	3.3	3.5
British Columbia .....	10.8	11.4	13.5	15.3	15.5
<b>Total</b> .....	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

1. Entering mainly through ports in New Brunswick.
2. Subject to revision.

Statement 7 indicates that travellers entering Canada through ports in Ontario accounted for some 50 per cent of the total expenditures by residents of the United States in Canada, while entries through ports in the province of Quebec made up approximately 18 per cent of the total expenditures. The proportion of the total has not varied greatly

between provinces of entry during the past 5 years—Alberta and British Columbia being the only provinces to maintain a steady gain over the 5 year period. In comparing the last two years the regions from Ontario to British Columbia made a slight gain in the proportion of the total.

#### Analysis of United States Motor Traffic to Canada by State of Origin

States adjacent to Canada normally supply most of the automobile traffic and reflect closer ties and interests existing between border communities. While distance and time available are determining factors in automobile touring, their importance has diminished due to faster cars, better roads, an extension of holiday practices in the United States,

and greater average incomes particularly in the medium and lower income brackets. Automobile registrations in the United States totalled 43,646,343 in 1952 of which 2,245,300 entered Canada on customs permits leaving a great tourist potential. The proportions, however, vary greatly in the different states as the following analysis shows.

For convenience, states have been grouped by regions as shown in Table 5. The North-Eastern States normally contribute nearly half of the automobiles travelling in Canada on customs permits. The number of automobiles originating in this region has gradually increased during the past five years, but the proportion of the total entering Canada has declined from 49 per cent in 1948 to 46 per cent in 1952.

Entries from the Great Lakes group of states have also increased year by year but the proportion of the total they represent has remained practically constant, around 31 per cent.

The North-Western border states of Minnesota, North Dakota and Montana show encouraging gains

over the five year period although a decrease was experienced in 1950 when flood conditions hampered travel in that region. In 1948 this group represented 3 per cent of the total entries but this was increased in 1952.

Traffic from the West Coast States has shown a continued increase year by year since 1948 although the proportion of the total they represent has increased by less than 1 per cent.

The remainder of the states not specified in Table 5, and not adjacent to the border, have gradually increased in importance during recent years and contributed 8 per cent of all entries during 1952.

**STATEMENT 8. Permit-Holding Automobiles Visiting Canada—Increases in Number of Visits from Each of Five Regions in the United States, 1946-1952**

(1946 = 100)

Region	1946	1947	1948	1949	1950	1951	1952
North Eastern .....	100	111	126	133	140	146	147
Great Lakes .....	100	114	124	132	136	152	154
North Western .....	100	101	119	152	148	163	178
West Coast .....	100	113	107	118	124	135	140
Other .....	100	114	142	174	190	207	242

In order to determine the importance of the adjacent states as a source of receipts from travel a further analysis is necessary. Table 6 presents data on expenditures in Canada by residents of the states appearing in Table 5. The North-Eastern and Great Lakes States contributed 77 per cent of the volume during 1952 but only 71 per cent of the expenditures. The North-Western and West Coast States contributed 15 per cent of the volume and 17 per cent of the expenditures for the same year. States not specified in Tables 5 and 6 are of more importance as a source of receipts than the volume

indicates, accounting for 12 per cent of the expenditures in Canada for 1952.

The marked uniformity in the range from year to year of average expenditures is illustrated in Statement 9. With the exception of Minnesota, average expenditure rates from year to year for each of the states shown in Statement 9 varied less than \$12 per visit during the five year period from 1948 to 1952. This high degree of stability reflects unchanging habits in travel behaviour by residents of each of the states.

**STATEMENT 9. Average Expenditure Per Car Declared by Non-Resident Permit-Holding Motorists by U.S. Federal State of Registration, 1948-1952**

State of registration	Average declared expenditure per car				
	1948	1949	1950	1951	1952
<b>North Eastern:</b>					
Connecticut .....	75.14	78.53	82.63	78.76	67.63
Maine .....	37.28	31.45	22.20	22.08	20.90
Massachusetts .....	84.32	85.34	91.52	85.03	79.45
New Hampshire .....	49.28	52.70	51.16	51.27	46.66
New Jersey .....	80.71	87.22	95.71	89.52	81.50
New York .....	55.63	55.95	59.22	58.11	51.83
Pennsylvania .....	77.22	79.83	84.58	82.09	74.78
Rhode Island .....	76.86	79.90	83.75	78.73	69.70
Vermont .....	19.73	17.96	13.65	15.16	14.14

**STATEMENT 9. Average Expenditure Per Car Declared by Non-Resident Permit-Holding Motorists  
by U.S. Federal State of Registration, 1948-1952 — Concluded**

State of registration	Average declared expenditure per car				
	1948	1949	1950	1951	1952
<b>Great Lakes:</b>					
Illinois.....	87.88	89.74	94.02	89.48	83.56
Indiana.....	71.92	74.43	74.27	68.62	64.80
Michigan.....	48.06	45.57	37.60	33.82	30.49
Ohio.....	86.61	87.99	92.41	88.93	79.65
Wisconsin.....	79.79	80.50	86.61	81.06	76.88
<b>North Western:</b>					
Minnesota.....	84.00	70.30	78.50	72.82	66.56
Montana.....	81.69	75.93	73.48	70.74	59.27
North Dakota.....	64.83	58.86	55.66	51.48	45.50
<b>West Coast:</b>					
California.....	105.35	106.08	113.24	110.28	99.47
Oregon.....	92.77	92.05	97.11	103.32	92.74
Washington.....	49.82	49.55	50.06	53.55	50.18
<b>Other.....</b>	<b>94.27</b>	<b>93.64</b>	<b>100.11</b>	<b>92.42</b>	<b>86.84</b>

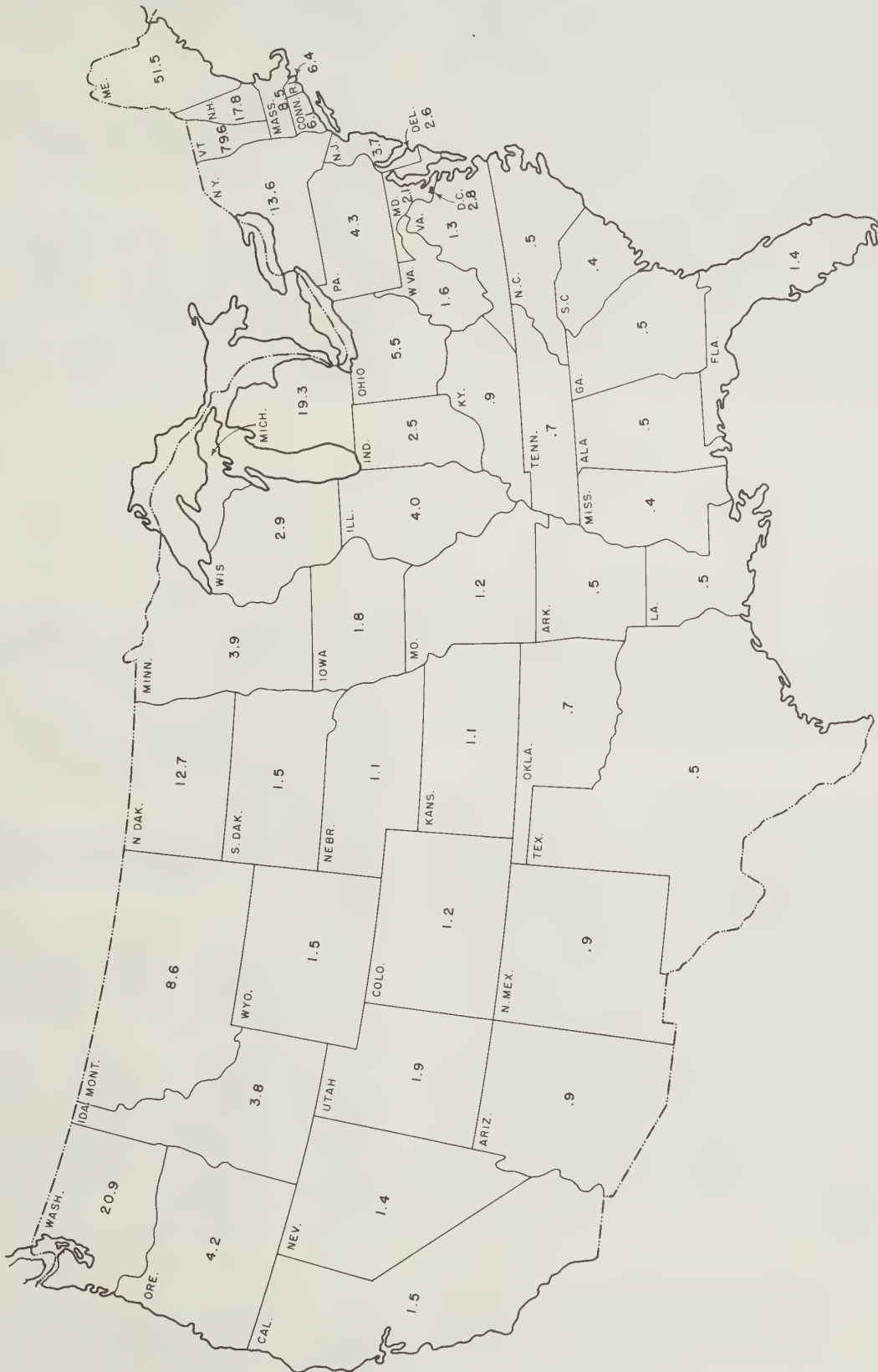
In Table 3 all automobiles travelling on customs permits which departed from Canada in 1952 are classified according to province of entry and state or country of origin. In Table 4 similar information appears, but limited to visits lasting longer than 48 hours, and excluding special classes such as summer residents, etc. The special classes, however, amount to less than 1 per cent of the total and should have little effect on a comparison of the two tables. The number of visits in Table 4 amount to 43 per cent of the number in Table 3, indicating that only this percentage of the visits on customs permits last longer than 48 hours. A comparison with the previous year reveals that the proportion of long-term traffic has remained constant in the aggregate, with British Columbia being the only province to obtain an increase. Long-term automobile traffic appearing in Table 4 accounted for 40 per cent of the total receipts from United States travellers in Canada during 1952.

The relationship between short-term visits and visits over two days is not uniform for all states. Close to 70 per cent of the visits from Oregon and South Dakota lasted longer than two days, while the corresponding percentages for Maine and Vermont were only 24 and 13 respectively. States appearing in Table 9 are arranged in descending order according to the proportion of long-term visits. While the average expenditure per car does not

decrease uniformly as the proportion of short-term visits increases, in the aggregate there is a trend in that direction. The states of Oregon and South Dakota with a high proportion of long-term traffic have high average expenditures, whereas Michigan, Maine and Vermont with a low proportion of long-term traffic have low average expenditures. In the aggregate, short-term traffic exceeded long-term traffic by nearly 300,000 visits during the year. Table 9 also shows that although more than 50 per cent of the states have a higher proportion of their visits in the long-term category, some of the larger states such as New York and Michigan for example, have a high proportion of short-term traffic.

In an analysis of American automobile traffic to Canada by state of origin, allowance should be made for the fact that the states are not of uniform size. More motorists come from New York, for example, than from Maine, but this is because New York is a larger state than Maine. In 1952 automobile visits from New York State were four times as numerous as from Maine, but the number of automobiles registered in New York was sixteen times as many as the number registered in Maine. Using these two states as an example of potential markets it follows that the market in Maine was much more effective in proportion to its size than the market in New York.

NON-RESIDENT AUTOMOBILES TRAVELLING ON CUSTOMS PERMITS IN CANADA  
AS PERCENTAGE OF PASSENGER CAR REGISTRATIONS, 1952



In Map 1 the number of cars travelling on customs permits in Canada is given as a percentage of the number of automobiles registered in the state. From this point of view, Michigan and New York are no longer at the top of the list, but rank fourth and sixth respectively, following Vermont, Maine and Washington. The states with the highest proportion of visits are principally on the border but Massachusetts, Rhode Island and Connecticut have high ratings although they are probably 150 miles from the boundary. The border states with the lowest ratings are Wisconsin, Idaho and Minnesota although Pennsylvania and Ohio also have a low proportion of registrations visiting Canada. Further examination reveals that the border states with a low percentage of registrations travelling in Canada, have a high proportion of long-term traffic and consequently fairly high average expenditures. Map 1 shows that the states farthest from the boundary have the lowest percentage of entries with

the exception of Florida and California. Acquaintances made by Canadians spending winter vacations in Florida and California may be a factor in influencing residents of these states to pay a reciprocal visit to Canada.

Table 4 shows that in general, American motorists spending more than two days in Canada enter by way of the province closest to the state of registration. Traffic from Massachusetts constitutes an exception to the rule, however; Quebec, the closest province to Massachusetts, attracts more than half the cars, but the Atlantic provinces come next with over twice as many visits as Ontario, in spite of the fact that parts of Ontario are closer to parts of Massachusetts. Geographic conditions such as mountains crossing the nearest direct route to Ontario are among factors diverting automobile traffic towards the Atlantic provinces.

#### Distribution of Travel Expenditures by Residents of United States in Foreign Countries

Residents of the United States spent more on travel outside their own country in 1952 than any previous year according to the United States Department of Commerce. Canada continues to receive more United States dollars from travel than any other country but the proportion of the total is gradually declining as shown in Chart 1.

In 1945 Canada received 48 per cent of the total expenditures by residents of United States in foreign countries, dropping to 46 per cent in 1946, and 44 per cent during 1947 and 1948. Beginning in 1949 the rate of decline gained momentum and the proportion received by Canada dropped to 39 per cent, then to 36, 35 and 33 per cent in the years 1950, 1951 and 1952 respectively. Meanwhile the proportion spent in Europe and the Mediterranean area has increased from a low of 3 per cent in 1942 and 1943 to a level almost as high as Canada in 1952. During the war travel to overseas countries was almost at a standstill, with the result that Canada and Mexico were receiving between 80 and 90 per cent of the expenditures of United States travellers in foreign countries. Travel to the West Indies and Central America also made rapid post-war recovery, but on a smaller scale than traffic across the Atlantic.

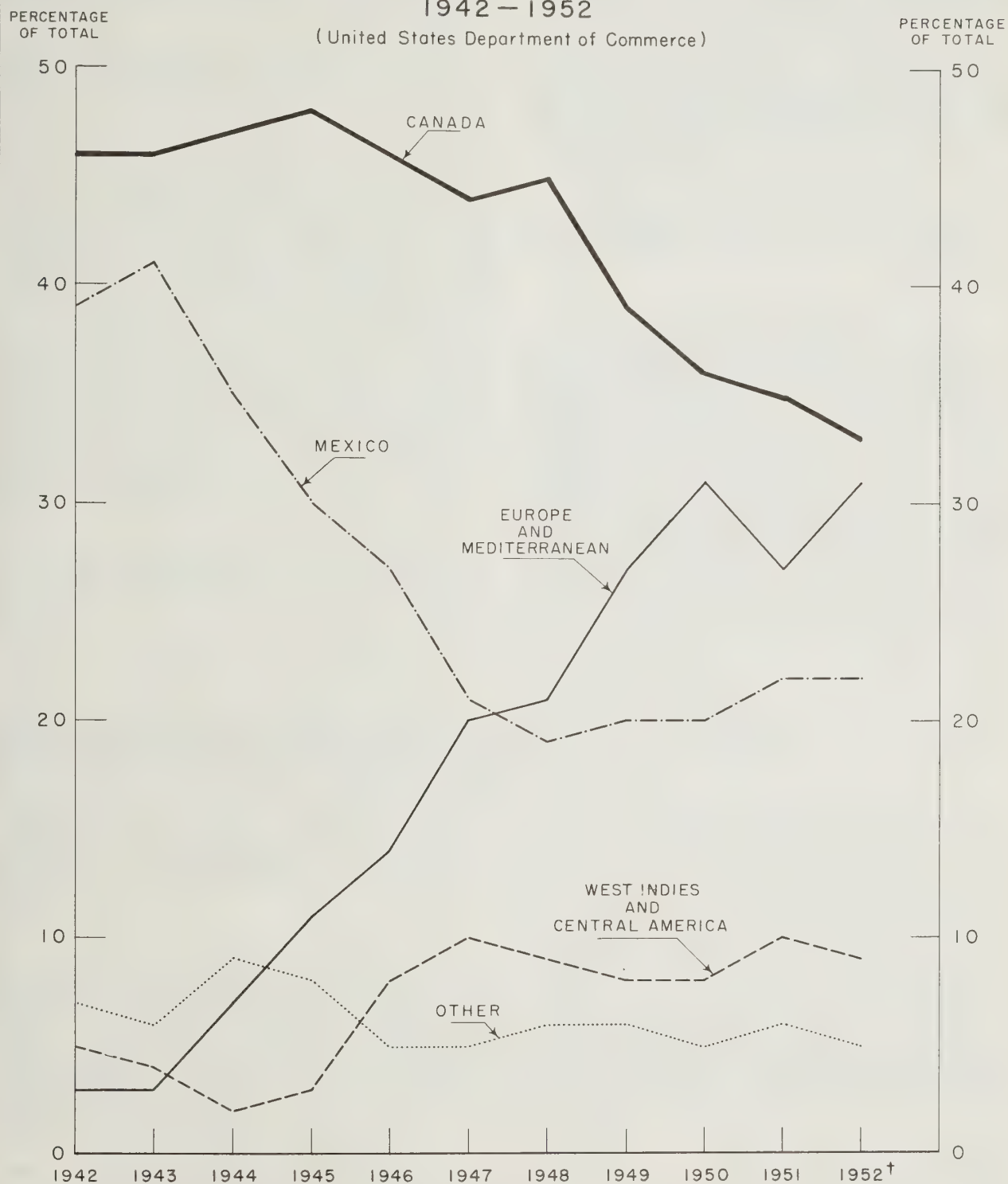
It is also of interest to note the comparison between Canada and Mexico as recipients of United States expenditures on travel from 1948 to 1952. During this period the portion spent in Mexico had increased from 19 to 22 per cent, whereas, the portion received by Canada decreased from 45 to 33 per cent. Mexico has made rapid strides in improving accommodation and transportation facilities, and appears to be reaping benefits from their efforts, by increasing their quota at the expense of other countries.

Much of the increase in traffic to Europe has accompanied the extension of trans-Atlantic transportation and the rehabilitation of European travel facilities.

The trend in expenditures by Americans on travel in the United States itself is another related factor of major significance. While comparable statistics of expenditures on internal travel in the United States are not available there are clear signs of rising expenditures by Americans on vacations and recreational travel in the United States. These accompany the great rise in incomes and leisure in the United States. The growth in this sphere of expenditures indicates that expenditures on travel in Canada by Americans have not kept pace with expenditures on vacations and travel in the United States in recent years.

# DISTRIBUTION OF TRAVEL EXPENDITURES\* IN FOREIGN COUNTRIES BY RESIDENTS OF THE UNITED STATES 1942-1952

(United States Department of Commerce)



\* EXPENDITURES ARE EXCLUSIVE OF PAYMENTS TO OVERSEAS COUNTRIES FOR TRANSPORTATION TO AND FROM THE UNITED STATES

† DATA FOR 1952 ARE SUBJECT TO REVISION

## Canadian Travellers in the United States

Canadian travel to the United States reached an all time record in 1952. Immigration officials report 21.5 million re-entries into Canada occurred via the International Boundary during the year. This constitutes an increase of nearly 3 million re-entries over the previous year, and a record number returning after visits to the United States. Compared with 1948 when exchange restrictions on travel and purchases were most restrictive this represents an increase of 59 per cent in volume or nearly 8 million visits. Compared with 1949 when there were less limiting restrictions on travel expenditures, the increase is over 6 million visits or approximately 43 per cent.

Over 90 per cent of the increase in the number of Canadians returning for the period between 1949 and 1952 was in automobile traffic and 10 per cent in the non-automobile group. From 1949 to 1951 the number of cars returning after visits to the United States increased by 47 per cent although registrations of automobiles in Canada during the same period increased by only 25 per cent. In 1951 Canadian automobiles made an average of 1.6 visits to the United States, whereas American automobiles made an average of 0.2 visits to Canada during the same period. Thus on the basis of

registrations, Canadian automobiles made over eight times the number of visits per car to the United States that American automobiles made to Canada.

Expenditures by residents of Canada have also climbed sharply in the past year, from \$246 million in 1951 to an estimated \$294 million in 1952, an increase of 19 per cent. Compared with 1948 when maximum exchange restrictions were in force this represents an increase of \$180 million. On a comparison with 1949 when restrictions had been reduced, the increase is \$129 million or nearly 80 per cent. This is a much greater increase than has occurred in all personal expenditures by Canadians on goods and services which rose by some 31% in the same three year period. Generally influencing the sharp gain in travel expenditures has been the removal of most exchange restrictions on travel in October 1950, and of those remaining at the end of 1951, and the higher value of the Canadian dollar in 1952. Increasing purchases abroad by Canadian travellers have also been a large contributor to the rise in expenditures, purchases declared under the \$100 customs exemption amounting to more than one fifth of the total expenditures in the United States in 1952.

**STATEMENT 10. Expenditures of Canadian Travellers in the United States by Types of Transportation Used to Re-Enter Canada, 1948-1952**

Type of transportation	1948	1949	1950	1951	1952 <sup>1</sup>
	(\$ Million)				
Automobile .....	25.1	52.9	67.3	93.9	118.5
Train .....	35.9	46.2	47.0	58.2	75.2
Boat .....	3.1	4.6	3.5	3.9	3.8
Bus (Exclusive of local bus) .....	25.5	33.1	42.0	48.8	51.6
Airplane .....	7.3	9.7	13.8	22.1	26.1
Other (pedestrians, local bus, etc.) .....	16.3	18.4	19.1	19.0	18.4
<b>Total .....</b>	<b>113.2</b>	<b>164.9</b>	<b>192.7</b>	<b>245.9</b>	<b>293.6</b>

1. Subject to revision.

### Canadian Expenditures in the United States by Types of Transportation

Prior to 1949 the automobile was third in order of importance when expenditures of Canadian travellers in the United States are examined by type of transportation. In 1949 the automobile replaced train and bus in order of importance, gradually increasing the lead over traffic by rail year by year, until 1952 when travellers by automobile spent \$43 million more in the United States than rail travellers.

The total number of reentries of Canadian automobiles into Canada from the United States during 1952 amounted to 3.4 million, an increase of 23 per cent over 1951. Persons returning by this means of transportation increased by 2.4 million during the year and non-automobile travellers by 0.5 million. Expenditures of Canadian motorists increased by nearly \$25 million or approximately 26 per cent. Most of the gain occurred in the two day class where the volume increased by 37 per cent, but expenditures of this group increased by \$10 million or 54 per cent. Higher average expenditures per visit in addition to the gain in volume contributed to this increase. In 1951 the two day class made up 6 per cent of the total cars returning to Canada, increasing to 7 per cent in 1952.

Average expenditures per visit in the one day class remained about the same as in 1951 with the result that expenditures increased in the same proportion as the volume, namely around 22 per cent. Expenditures of the group remaining over two days in the United States were less pronounced than the gain in volume, due to a slight decline in the average expenditure per car. The average length of stay for cars remaining three days or over in the United States also declined slightly during the year. Shopping trips remaining close to the 48 hour period in the United States may have been responsible for a considerable portion of the gain in the two day class. Purchases declared under the \$100 customs exemption were \$66 million in 1952 an increase of nearly \$20 million during the year or approximately 40 per cent.

Expenditures of Canadians returning by rail increased by \$17 million or 29 per cent in 1952, although the increase in volume amounted to only 5 per cent. Average expenditure per person increased by approximately 22 per cent, the gain being distributed throughout the year. The average length of stay for Canadians travelling by rail declined during the year.

Expenditures of Canadians returning by bus increased by \$3 million during the year. Although the volume had declined slightly, average expenditures per person were higher.

Expenditures of Canadians travelling by plane increased by approximately 19 per cent in 1952 the gain being in the same proportion as the increase in volume. Average expenditures remained very close to that of 1951.

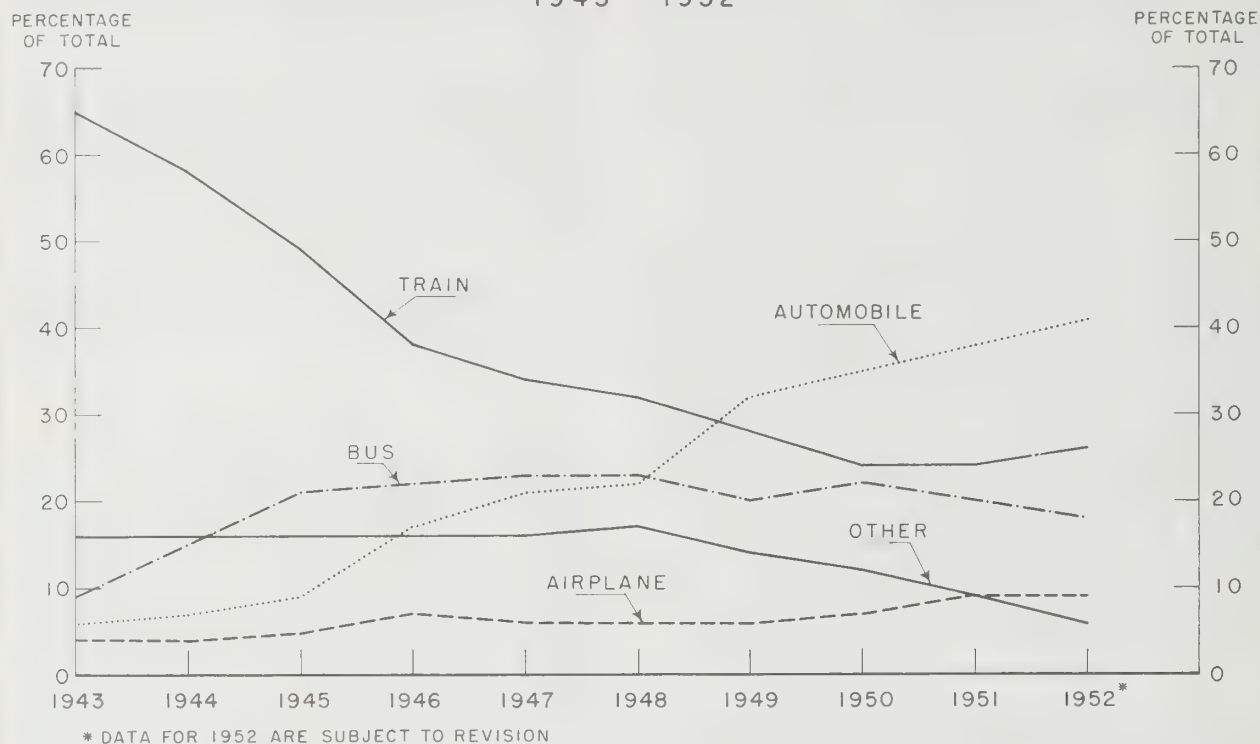
Expenditures of residents returning by boat and the "Other Travellers" were lower in 1952 the decrease being due to lower averages per person.

Chart 2 shows the importance of expenditures in the different types of transportation used by Canadians returning from the United States during the past decade. The chart shows the increasing popularity of the automobile as a means of transportation. Scarcity of gasoline and tires for privately owned automobiles in 1943 and 1944 and a predominance of business travel at that time is reflected, when expenditures in the United States by this type of transportation accounted for only 6 to 7 per cent of the total. With the end of hostilities in 1945, expenditures of persons travelling by car increased rapidly in 1946, the rate of increase remaining fairly constant from 1946 to 1952 with the exception of 1948 when the Emergency Exchange Conservation restrictions were in full force. The restrictions in 1948 appear to have had more effect in curtailing expenditures of travellers by automobile than any other type of transportation.

During the period covered by the Chart train travel has declined rapidly in importance as a means of transportation. While the "Other" classification has also declined in importance during the decade, the rate of decline has been less pronounced than in travellers by rail. Travellers by boat, pedestrians, local bus, etc. are grouped for convenience under one classification shown as "Other" on the chart. Expenditures of persons travelling by bus increased in importance from 1943, reaching a peak in 1948, only to decline slowly during the last half of the decade. Expenditures of travellers by plane have gained in importance during the period, accounting for a greater portion of the total in 1952 than the "Other" classification.

### EXPENDITURES OF CANADIAN TRAVELLERS IN THE UNITED STATES BY TYPE OF TRANSPORTATION USED IN RETURNING TO CANADA

1943 — 1952



### STATEMENT 11. Expenditures of Canadian Travellers in the United States by Length of Stay, 1952

Mode of travel	Number of persons	% of grand total	Expenditures <sup>1</sup>	% of grand total
<b>Short term traffic:</b>				
Motorists:				
One day .....	10,316,452	47.96	14,152,803	4.82
Two days .....	857,101	3.98	27,680,386	9.43
Rail, intransit .....	7,445	0.03	—	—
Other travellers (pedestrians, local bus etc.).....	7,694,547	35.77	18,412,461	6.28
<b>Total .....</b>	<b>18,875,545</b>	<b>87.74</b>	<b>60,245,650</b>	<b>20.53</b>
<b>Long term traffic:</b>				
Motorists — More than two days .....	1,240,135	5.77	76,675,608	26.12
Rail .....	547,128	2.54	75,169,111	25.61
Through bus .....	587,998	2.73	51,547,511	17.56
Airplane .....	165,562	0.77	26,115,171	8.90
Boat.....	95,656	0.44	3,751,486	1.28
<b>Total .....</b>	<b>2,636,479</b>	<b>12.26</b>	<b>233,258,887</b>	<b>79.47</b>
<b>Grand total .....</b>	<b>21,512,024</b>	<b>100.00</b>	<b>293,504,537</b>	<b>100.00</b>

1. Subject to revision

Statement 11 classifies the number of Canadian travellers in the United States and their expenditures according to two groups; a short-term group which remained abroad for visits of two days or less and a long-term group which remained for longer periods. The relationship between the long and short-term groups has remained fairly constant during the past six years. The percentage of long-term traffic to the total during this period has moved between the narrow limits of 11.0 and 12.9 with corresponding data for expenditures between 78.2 and 80.3 per cent.

Although the number of visits to Canada by residents of the United States exceeded visits of Canadians to the United States by nearly 5 million

or 22 per cent, expenditures by Canadians in the United States exceeded expenditures of Americans in Canada by nearly \$37 million or 14 per cent. From this it follows that average expenditures in foreign countries by Canadians are higher than non-resident expenditures in Canada. In 1952 the average rate per person for visits lasting longer than 48 hours was \$88 for Canadians visiting the United States, and \$51 for Americans visiting Canada. In short-term traffic the Canadian traveller also spends more, but the difference is less pronounced. If the population of the two countries is taken into consideration, residents of Canada spent an average of \$20.08 per capita in the United States during 1952, and residents of the United States spent an average of \$1.62 per capita in Canada.

### Travel Between Canada and Overseas Countries

Travel between Canada and overseas countries normally produces a debit balance. This reached \$24 million in 1952 the highest on record, comparing with \$18 million in both 1950 and 1951.

Expenditures by overseas travellers in Canada reached \$18 million, slightly higher than in 1950 or 1951 and about the same as in 1949. Included in expenditures of overseas travellers are transport-

ation costs to Canadian carriers. Visitors arriving in Canada direct from overseas countries numbered 22,000 during the year, an increase of 21 per cent over the previous year. Visitors arriving in Canada directly from overseas were supplemented by an estimated 16,000 who arrived from overseas countries via the United States. The total number of entries direct and by way of the United States was 38,000.

### Statement 12. Balance of Payments on Travel Account Between Canada and Overseas Countries, 1951-1952

Net Credits (+) Net Debits (-)

	All Overseas Countries		United Kingdom		Other Sterling Area		Other O.E.E.C. Countries		All Other Countries	
	1951	1952	1951	1952	1951	1952	1951	1952	1951	1952
	\$ Million									
Receipts .....	16	18	8	10	3	3	4	4	1	1
Payments .....	34	42	20	25	5	5	8	10	1	2
Net balance .....	- 18	- 24	- 12	- 15	- 2	- 2	- 4	- 6	-	- 1

Canadian travel expenditures in overseas countries amounted to \$42 million in 1952 the highest ever recorded, an increase of 23 per cent over the previous year. Included in this amount are transportation costs to non-Canadian carriers. Residents of Canada returning via Canadian ports after visits to overseas countries numbered 54,800 an increase of 24 per cent over the corresponding year of 1951. Residents returning directly were supplemented by an estimated 10,000 arriving via United States ports or a total of 64,800 representing an increase of 17 per cent in the aggregate.

Most of the expenditures of Canadians overseas are in the United Kingdom and Europe. Expenditures in the United Kingdom increased from \$20 million in 1951 to \$25 million in 1952 while outlays in the O.E.E.C. countries of Europe rose from \$8 million to \$10 million in the same two years. Expenditures in other Commonwealth countries amounting to \$5 million in 1952 were chiefly in Bermuda and the British West Indies. There is also some pleasure travel to Latin America and business and other travel to many other parts of the Commonwealth and elsewhere.

## Quarterly Distribution of Travel Expenditures

Statement 13 presents an analysis of international travel expenditures by quarters during the last three years. Receipts are highly concentrated in the summer months with the third quarter of the year accounting for over 55 per cent of the total. Expenditures on the other hand are more evenly distributed throughout the year and although the

third quarter is the most important the seasonal peak is less pronounced. From Statement 13 it will be seen that operators in Canada must be prepared to provide accommodation for over 55 per cent of our visitors during three months of the year, an uneconomical arrangement.

Statement 13. Quarterly Estimates of the Balance of Payments on Travel Account  
Between Canada and Other Countries, 1950-1952

	I Qr.	II Qr.	III Qr.	IV Qr.	Year
	\$ Million				
Quarterly receipts:					
1950 .....	23	51	152	49	275
1951 .....	23	51	157	43	274
1952 .....	24	53	155	43	275
Per cent of year:					
1950 .....	8.4	18.5	55.3	17.8	100.0
1951 .....	8.4	18.6	57.3	15.7	100.0
1952 .....	8.7	19.3	56.4	15.6	100.0
Quarterly payments:					
1950 .....	36	58	79	53	226
1951 .....	54	74	96	56	280
1952 .....	62	96	108	70	336
Per cent of year:					
1950 .....	15.9	25.7	35.0	23.4	100.0
1951 .....	19.3	26.4	34.3	20.0	100.0
1952 .....	18.5	28.6	32.1	20.8	100.0

As a result of this concentration of receipts in the summer months there has only been a balance of receipts in the third quarter in the last three years. In each of the other quarters the expenditures of Canadians on travel outside of Canada exceeds the total of receipts from non-resident travellers in Canada. The deficits in each of the first, second

and fourth quarters were considerably larger in 1952 than in earlier years. Contributing to this has been the expansion in winter travel, particularly to southern resorts and the comparative stability of expenditures of United States travellers in Canada.

## STATISTICAL TABLES

**TABLE 1. Number of and Expenditures by Non-Resident Motorists Travelling on Customs Permits<sup>1</sup> Who Departed from Canada in 1952 Classified by Length of Visit**

Day's stay	Number of permits	% of total permits	Average expenditure per car	Estimated expenditures	% of total expenditures	Number of car-days	Average expenditure per car per day
		%	\$	\$	%		\$
1 .....	778,062	34.83	7.53	5,858,807	5.05	778,062	7.53
2 .....	477,298	21.37	19.37	9,245,262	7.97	954,596	9.68
3 .....	267,779	11.99	46.98	12,580,257	10.84	803,337	15.66
4 .....	166,709	7.46	67.01	11,171,170	9.63	666,836	16.75
5 .....	108,746	4.87	86.07	9,359,768	8.07	543,730	17.21
6 .....	76,562	3.43	105.23	8,056,619	6.94	459,372	17.54
7 .....	63,644	2.85	120.90	7,694,560	6.63	445,508	17.27
8 .....	67,347	3.01	130.60	8,795,518	7.58	538,776	16.32
9 .....	43,287	1.94	143.43	6,208,654	5.35	389,583	15.94
10 .....	28,481	1.27	150.26	4,279,555	3.69	284,810	15.03
11 .....	20,344	.91	156.79	3,189,736	2.75	223,784	14.25
12 .....	16,577	.74	166.50	2,760,070	2.38	198,924	13.87
13 .....	15,161	.68	173.27	2,626,946	2.26	197,093	13.33
14 .....	15,093	.68	174.36	2,631,615	2.27	211,302	12.45
15 .....	15,325	.69	174.26	2,670,535	2.30	229,875	11.62
16 .....	9,478	.42	183.66	1,740,729	1.50	151,648	11.48
17 .....	6,182	.28	184.63	1,141,383	.98	105,094	10.86
18 .....	4,405	.20	198.91	876,199	.75	79,290	11.05
19 .....	3,366	.15	208.65	702,316	.61	63,954	10.98
20 .....	3,030	.14	208.55	631,907	.54	60,600	10.43
21 .....	2,825	.13	207.51	586,216	.50	59,325	9.88
22 .....	2,641	.12	218.61	577,349	.50	58,102	9.94
23 .....	1,992	.09	215.91	430,093	.37	45,816	9.39
24 .....	1,685	.07	215.40	362,949	.31	40,440	8.98
25 .....	1,488	.07	214.75	319,548	.28	37,200	8.59
26 .....	1,357	.06	214.53	291,117	.25	35,282	8.25
27 .....	1,405	.06	227.45	319,567	.28	37,935	8.42
28 .....	1,378	.06	235.88	325,043	.28	38,584	8.42
29 .....	1,483	.07	218.78	324,451	.28	43,007	7.54
30 .....	1,334	.06	205.24	273,790	.24	40,020	6.84
31-40 .....	7,573	.34	191.19	1,447,882	1.25	261,160	5.14
41-50 .....	3,604	.16	269.55	971,458	.84	163,230	5.95
51-60 .....	2,999	.13	297.22	891,363	.77	166,728	5.35
61-70 .....	2,638	.12	306.60	808,811	.70	171,192	4.72
71-80 .....	1,684	.07	403.26	679,090	.59	126,680	5.36
81-90 .....	1,369	.06	395.22	541,056	.47	117,044	4.62
91-100 .....	1,229	.05	407.99	501,420	.43	116,817	4.29
101-125 .....	1,951	.09	468.45	913,946	.79	220,130	4.15
126-150 .....	1,482	.07	562.22	833,210	.72	204,455	4.08
151-175 .....	1,520	.07	546.05	829,996	.72	247,763	2.99
176-365 .....	3,080	.14	503.71	1,551,427	1.34	708,356	2.19
<b>Totals .....</b>	<b>2,233,593</b>	<b>100.00</b>	<b>51.93</b>	<b>116,001,388<sup>2</sup></b>	<b>100.00</b>	<b>10,325,440</b>	<b>11.23</b>
Average length of stay .....						Per car 4.62	

1. Exclusive of commuters, summer residents and locals.

2. Expenditure data in this table are calculated on a Dominion basis, hence do not agree with similar data in Statement 6 which are calculated on a provincial basis.

**TABLE 1A. Number of and Expenditures by Non-Resident Motorists Travelling on Customs Permits<sup>1</sup> Who Departed from Canada in 1952, Classified by Length of Visit.**

Day's stay	Average persons per car	Number of persons	Number of person-days	Average expenditure per person per day.
				\$
1 .....	3.17	2,469,573	2,469,573	2.37
2 .....	2.91	1,390,950	2,781,900	3.32
3 .....	2.87	769,612	2,308,836	5.45
4 .....	2.81	469,131	1,876,524	5.95
5 .....	2.77	300,703	1,503,515	6.22
6 .....	2.78	212,917	1,277,502	6.31
7 .....	2.87	182,890	1,280,230	6.01
8 .....	3.03	204,060	1,632,480	5.39
9 .....	2.92	126,280	1,136,520	5.46
10 .....	2.82	80,227	802,270	5.33
11 .....	2.78	56,490	621,390	5.13
12 .....	2.76	45,793	549,516	5.02
13 .....	2.81	42,586	553,618	4.74
14 .....	2.92	44,035	616,490	4.27
15 .....	2.99	45,784	686,760	3.89
16 .....	2.83	26,818	429,088	4.06
17 .....	2.68	16,552	281,384	4.06
18 .....	2.60	11,441	205,938	4.25
19 .....	2.53	8,509	161,671	4.34
20 .....	2.53	7,678	153,560	4.11
21 .....	2.61	7,384	155,064	3.78
22 .....	2.60	6,873	151,206	3.82
23 .....	2.56	5,101	117,323	3.67
24 .....	2.50	4,206	100,944	3.60
25 .....	2.41	3,590	89,750	3.56
26 .....	2.34	3,174	82,524	3.53
27 .....	2.42	3,401	91,827	3.48
28 .....	2.41	3,327	93,156	3.49
29 .....	2.42	3,583	103,907	3.12
30 .....	2.38	3,179	95,370	2.87
31-40 .....	2.36	17,863	616,051	2.35
41-50 .....	2.31	8,316	376,514	2.58
51-60 .....	2.31	6,912	383,769	2.32
61-70 .....	2.36	6,219	403,676	2.00
71-80 .....	2.35	3,955	297,310	2.28
81-90 .....	2.34	3,210	274,478	1.97
91-100 .....	2.20	2,699	256,469	1.95
101-125 .....	2.26	4,417	498,500	1.83
126-150 .....	2.28	3,375	465,640	1.79
151-175 .....	2.20	3,375	549,948	1.51
176-365 .....	2.24	6,897	1,594,214	.97
<b>Totals.....</b>	<b>2.97</b>	<b>6,623,085</b>	<b>28,126,405</b>	<b>4.12</b>
Average length of stay.....			Per person 4.25	

1. Exclusive of commuters, summer residents and locals.

**TABLE 2. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada during the Four Months June to September 1952, Grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Lengths of Visit**

Ports of entry	Ports of exit	Number of permits by length of stay			Total
		1 Day	2 Days	3 Days and over	
<b>Section I. Traffic within Ontario:</b>					
(a) St. Lawrence River Ports .....	Fort Erie and Niagara Falls .....	708	3,094	7,734	11,536
	Lake Erie Ports .....	—	—	4	4
	St. Clair and Detroit River Ports ....	300	1,864	2,185	4,349
	Sault Ste. Marie .....	55	404	698	1,157
	<b>Total of above .....</b>	<b>1,063</b>	<b>5,362</b>	<b>10,621</b>	<b>17,046</b>
	St. Lawrence River Ports .....	9,089	7,337	47,438	63,864
	All Ports in the Province of Quebec .....	1,001	3,398	10,864	15,263
	All Ports in Canada .....	11,154	16,135	70,208	97,497
(b) Fort Erie and Niagara Falls ....	St. Lawrence River Ports .....	1,197	7,685	15,852	24,734
	Lake Erie Ports .....	5	49	61	115
	St. Clair and Detroit River Ports ....	67,574	48,067	13,687	129,328
	Sault Ste. Marie .....	26	621	2,757	3,404
	<b>Total of above .....</b>	<b>68,802</b>	<b>56,422</b>	<b>32,357</b>	<b>157,581</b>
	Fort Erie and Niagara Falls .....	92,453	47,818	124,213	264,484
	All Ports in Canada .....	161,292	105,076	175,923	442,291
(c) Lake Erie Ports .....	St. Lawrence River Ports .....	—	—	15	15
	Fort Erie and Niagara Falls .....	10	60	109	179
	St. Clair and Detroit River Ports ....	60	40	96	196
	Sault Ste. Marie .....	—	—	9	9
	<b>Total of above .....</b>	<b>70</b>	<b>100</b>	<b>229</b>	<b>399</b>
	Lake Erie Ports .....	12	30	442	484
	All Ports in Canada .....	82	130	687	899
(d) St. Clair and Detroit River Ports	St. Lawrence River Ports .....	352	2,127	3,526	6,005
	Fort Erie and Niagara Falls .....	63,659	54,839	21,101	139,599
	Lake Erie Ports .....	32	46	42	120
	Sault Ste. Marie .....	—	173	4,786	4,959
	<b>Total of above .....</b>	<b>64,043</b>	<b>57,185</b>	<b>29,455</b>	<b>150,683</b>
	St. Clair and Detroit River Ports ....	82,271	24,680	76,915	183,866
	All Ports in Canada .....	146,347	82,140	118,108	346,595
(e) Sault Ste. Marie .....	St. Lawrence River Ports .....	45	424	819	1,288
	Fort Erie and Niagara Falls .....	30	999	3,349	4,378
	Lake Erie Ports .....	1	—	7	8
	St. Clair and Detroit River Ports ....	—	297	3,118	3,415
	<b>Total of above .....</b>	<b>76</b>	<b>1,720</b>	<b>7,293</b>	<b>9,089</b>
	Sault Ste. Marie .....	4,393	2,766	15,506	22,665
	All Ports in Canada .....	4,475	4,823	25,638	34,936
<b>Section II. Traffic from Ontario to Other Provinces:</b>					
St. Lawrence River Ports .....	All Ports in Quebec .....	1,001	3,398	10,864	15,263
All Ports in Ontario West of Kingston and East of Sault Ste. Marie (Incl. Sault Ste. Marie) .....	All Ports in Quebec .....	74	1,377	29,811	31,262
All Ports in Ontario .....	All Ports in Quebec .....	1,075	4,775	40,744	46,594
All Ports in Ontario .....	All Ports in Maritime Provinces ....	3	81	4,588	4,672
All Ports in Ontario .....	All Ports in Manitoba .....	114	1,170	3,938	5,222
All Ports in Ontario .....	All Ports in Maritimes, Quebec and Manitoba .....	1,192	6,026	49,270	56,488
All Ports in Ontario .....	All Ports in Ontario .....	327,147	209,105	374,925	911,177
All Ports in Ontario .....	All Ports in Canada .....	328,339	215,145	424,760	968,244

1. Exclusive of commuters, summer residents and locals.

**TABLE 2. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada during the Four Months June to September 1952, Grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Lengths of Visit — Concluded**

Ports of entry	Ports of exit	Number of permits by length of stay			Total
		1 Day	2 Days	3 Days and over	
<b>Section III. Traffic from the Maritime Provinces to Central Canada:</b>					
All Ports in the Maritime Provinces	All Ports in Quebec .....	211	488	3,686	4,385
	All Ports in Ontario .....	3	153	2,315	2,471
	All Ports in Quebec and Ontario.....	214	641	6,001	6,856
	All Ports in the Maritime Provinces	35,370	12,181	42,547	90,098
	All Ports in Canada .....	35,584	12,822	48,564	96,970
<b>Section IV. Traffic from Quebec to Other Provinces:</b>					
All Ports in Quebec .....	All Ports in Ontario on the St. Lawrence River .....	1,079	3,250	9,003	13,332
	All Ports in Ontario West of Kingston and East of Sault Ste. Marie (Incl. Sault Ste. Marie).....	33	1,096	16,293	17,422
	All Ports in Ontario .....	1,112	4,356	25,344	30,812
	All Ports in the Maritime Provinces	199	351	6,617	7,167
	All Ports in Ontario and the Maritime Provinces .....	1,311	4,707	31,961	37,979
	All Ports in Quebec .....	61,949	45,274	108,356	215,579
	All Ports in Canada .....	63,262	49,995	140,390	253,647
<b>Section V. Traffic from Manitoba to Ontario:</b>					
All Ports in Manitoba .....	All Ports in Ontario .....	68	783	3,599	4,450
	All Ports in Manitoba .....	5,470	3,808	10,852	20,130
	All Ports in Canada .....	5,562	4,761	15,429	25,752
<b>Section VI. Traffic Between the Prairie Provinces:</b>					
All Ports in Manitoba .....	All Ports in Saskatchewan .....	24	68	502	594
	All Ports in Alberta .....	—	1	232	233
	All Ports in Saskatchewan and Alberta..	24	69	734	827
All Ports in Saskatchewan .....	All Ports in Manitoba .....	29	46	504	579
	All Ports in Alberta .....	2	17	560	579
	All Ports in Manitoba and Alberta ..	31	63	1,064	1,158
	All Ports in Saskatchewan .....	2,129	1,963	7,293	11,385
	All Ports in Canada .....	2,160	2,054	8,969	13,183
All Ports in Alberta .....	All Ports in Manitoba .....	—	—	153	153
	All Ports in Saskatchewan .....	5	33	430	468
	All Ports in Manitoba and Saskatchewan	5	33	583	621
	All Ports in Alberta .....	5,433	3,002	10,833	19,268
	All Ports in Canada .....	5,609	4,025	24,314	33,948
<b>Section VII. Traffic Between the Prairie Provinces and British Columbia:</b>					
All Ports in the Prairie Provinces	All Ports in British Columbia .....	155	1,005	13,368	14,528
	All Ports in the Prairie Provinces ..	13,092	8,938	31,359	53,389
	All Ports in Canada .....	13,331	10,840	48,712	72,883
All Ports in British Columbia.....	All Ports in the Prairie Provinces ..	60	557	7,932	8,549
	All Ports in British Columbia .....	33,969	35,286	84,706	153,961
	All Ports in Canada .....	34,136	35,786	92,753	162,675

1. Exclusive of commuters, summer residents and locals.

**TABLE 3. Number of Non-Resident Automobiles Which Entered Canada on Customs Permits Through Provinces Indicated, and Which Departed in 1952, Classified by U.S. Federal States or Countries of Registration**

State	Nfld. P.E.I. N.S. <sup>1</sup>	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C. & Y.T.	Total
Alabama .....	2	98	262	1,999	36	22	80	219	2,718
Arizona .....	—	52	74	803	44	36	288	870	2,167
Arkansas .....	—	69	99	975	71	27	123	185	1,549
California .....	8	577	1,972	14,429	1,023	800	4,951	40,582	64,342
Colorado .....	—	43	249	2,101	155	207	1,121	1,616	5,492
Connecticut .....	113	6,424	21,182	13,947	34	13	147	219	42,079
Delaware .....	6	146	710	1,597	6	1	37	40	2,543
Dist. of Columbia .....	20	330	1,366	2,793	35	7	64	100	4,715
Florida .....	16	931	2,480	9,089	142	78	337	721	13,794
Georgia .....	3	282	689	2,782	51	19	112	311	4,249
Idaho .....	—	24	80	720	64	94	1,156	5,834	7,972
Illinois .....	21	739	3,171	62,501	1,918	521	2,337	2,324	73,532
Indiana .....	15	384	1,155	28,872	309	133	562	667	32,097
Iowa .....	—	125	481	11,828	1,146	565	803	916	15,864
Kansas .....	1	117	300	4,171	716	450	815	1,110	7,680
Kentucky .....	—	92	295	5,249	54	13	148	187	6,038
Louisiana .....	1	99	371	1,901	89	49	207	401	3,118
Maine .....	5	90,377	19,378	3,157	23	7	44	85	113,076
Maryland .....	45	799	3,404	9,163	43	17	112	223	13,806
Massachusetts .....	415	22,737	50,619	26,111	62	36	300	436	100,716
Michigan .....	24	1,037	3,143	420,079	1,038	410	1,367	1,570	428,668
Minnesota .....	2	117	630	23,360	9,873	1,371	1,851	1,216	38,420
Mississippi .....	1	51	178	660	35	22	136	218	1,301
Missouri .....	4	191	910	9,460	559	184	646	925	12,879
Montana .....	—	10	41	601	216	3,513	9,983	2,225	16,589
Nebraska .....	1	63	216	2,779	573	461	583	739	5,415
Nevada .....	—	25	30	245	12	19	129	547	1,007
New Hampshire .....	15	2,039	20,768	2,903	13	5	36	34	25,813
New Jersey .....	185	3,607	21,269	29,486	99	32	382	479	55,539
New Mexico .....	—	213	125	675	32	50	246	366	1,707
New York .....	427	8,306	112,323	349,022	260	117	996	1,235	472,686
North Carolina .....	8	233	885	3,194	32	19	99	335	4,805
North Dakota .....	—	25	76	1,468	15,284	6,745	537	424	24,559
Ohio .....	37	1,279	4,608	136,564	314	181	982	1,073	145,038
Oklahoma .....	2	68	174	2,349	276	270	600	650	4,389
Oregon .....	—	60	200	1,217	183	266	1,061	23,251	26,238
Pennsylvania .....	127	3,241	14,411	100,037	166	83	629	1,051	119,745
Rhode Island .....	31	1,592	8,972	4,282	12	5	32	44	14,970
South Carolina .....	5	122	403	1,321	9	4	56	146	2,066
South Dakota .....	—	31	74	1,335	739	552	325	278	3,334
Tennessee .....	5	127	388	3,936	46	31	115	346	4,994
Texas .....	3	501	861	5,869	469	461	1,605	2,597	12,366
Utah .....	—	13	52	756	49	49	1,301	1,816	4,036
Vermont .....	5	587	83,829	2,646	10	6	18	67	87,168
Virginia .....	23	695	2,626	6,886	47	28	185	358	10,848
Washington .....	1	97	275	2,127	269	466	2,111	161,106	166,452
West Virginia .....	1	96	257	5,558	19	11	25	106	6,073
Wisconsin .....	2	194	916	24,356	1,064	386	992	946	28,856
Wyoming .....	—	5	39	311	81	193	538	456	1,623
U. S. Government .....	—	44	23	47	10	5	13	27	169
<b>Total U. S. ....</b>	<b>1,580</b>	<b>149,114</b>	<b>387,039</b>	<b>1,347,717</b>	<b>37,810</b>	<b>19,040</b>	<b>41,323</b>	<b>261,677</b>	<b>2,245,300</b>
<b>Other countries<sup>2</sup> .....</b>	<b>10</b>	<b>61</b>	<b>210</b>	<b>640</b>	<b>46</b>	<b>26</b>	<b>1,018</b>	<b>6,618</b>	<b>8,629</b>
<b>Grand total .....</b>	<b>1,590</b>	<b>149,175</b>	<b>387,249</b>	<b>1,348,357</b>	<b>37,856</b>	<b>19,066</b>	<b>42,341</b>	<b>268,295</b>	<b>2,253,929</b>

1. Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from foreign countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

2. Other Countries comprise: Alaska 7,646, Argentina 1, Australia 8, Austria 1, Bahamas 15, Belgium 4, Bermuda 17, Bolivia 1, Brazil 2, British West Indies 3, Chili 1, China 1, Colombia 2, Costa Rica 1, Cuba 48, Dominican Republic 2, England 43, France 31, Germany 27, Guatemala 6, Haiti 3, Hawaiian Islands 425, Holland 8, Hong Kong 1, Italy 7, Japan 27, Java 3, Mariannas 15, Mexico 98, Netherlands Antilles 19, New Zealand 2, Nicaragua 2, North Ireland 4, Norway 6, Panama Canal Zone 100, Peru 4, Philippine Islands 3, Puerto Rico 11, Scotland 3, South Africa 1, Sweden 1, Switzerland 6, Trinidad 1, Uruguay 5, Venezuela 9, Virgin Islands 2, Wales 3,

**TABLE 4. Number of Non-Resident Automobiles Which Entered Canada on Customs Permits<sup>1</sup> Through Provinces Indicated, and Which Departed in 1952 After Remaining Three Days or Over, Classified by U.S. Federal States or Countries of Registration**

State	Nfld. <sup>2</sup> P.E.I. N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C. and Y.T.	Total	Long term visits as % of long and short term visits
Alabama .....	2	44	136	526	23	13	64	94	902	33
Arizona .....	—	30	63	309	34	28	227	455	1,146	53
Arkansas .....	—	20	46	312	46	11	109	76	620	40
California .....	7	417	1,313	4,836	798	677	3,966	26,817	38,831	60
Colorado .....	—	27	159	583	89	144	852	783	2,637	48
Connecticut .....	108	3,581	14,154	5,083	26	10	135	145	23,242	55
Delaware .....	6	110	482	686	5	—	34	26	1,349	53
Dist. of Columbia ..	20	252	1,029	1,513	27	6	53	74	2,974	63
Florida .....	15	581	1,726	4,287	106	65	290	471	7,541	55
Georgia .....	3	92	409	945	36	12	97	165	1,759	41
Idaho .....	—	12	43	175	40	70	793	3,197	4,330	54
Illinois .....	20	569	2,200	30,209	1,488	452	1,882	1,300	38,120	52
Indiana .....	15	251	756	12,919	224	108	438	308	15,019	47
Iowa .....	—	75	300	6,973	787	488	590	413	9,626	61
Kansas .....	1	55	199	1,715	455	310	589	484	3,808	50
Kentucky .....	—	56	180	2,028	42	10	129	84	2,529	42
Louisiana .....	1	67	240	577	62	26	169	222	1,364	44
Maine .....	5	15,818	10,842	885	16	7	42	45	27,660	24
Maryland .....	42	662	2,259	4,393	29	12	95	138	7,630	55
Massachusetts .....	405	19,320	34,186	8,324	49	35	246	284	62,849	62
Michigan .....	22	768	2,266	111,221	916	380	1,139	937	117,649	27
Minnesota .....	2	64	413	10,611	5,250	1,127	1,440	726	19,633	51
Mississippi .....	1	19	97	258	27	12	118	110	642	49
Missouri .....	4	125	512	3,976	350	127	465	473	6,032	47
Montana .....	—	8	31	158	159	1,940	5,028	1,193	8,517	51
Nebraska .....	1	28	142	1,430	400	372	423	313	3,109	57
Nevada .....	—	21	26	119	8	14	109	342	639	63
New Hampshire .....	14	1,534	10,043	804	12	4	26	30	12,467	48
New Jersey .....	180	2,874	14,257	14,762	77	29	326	291	32,796	59
New Mexico .....	—	31	69	187	18	26	192	188	711	42
New York .....	425	6,614	53,326	130,188	216	94	887	810	192,560	41
North Carolina .....	8	150	566	1,283	19	15	82	145	2,268	47
North Dakota .....	—	17	63	795	6,221	3,469	419	235	11,219	46
Ohio .....	37	958	3,101	83,096	254	159	797	590	88,992	61
Oklahoma .....	2	35	112	839	167	155	463	315	2,088	48
Oregon .....	—	40	112	429	121	225	775	15,835	17,537	67
Pennsylvania .....	125	2,379	9,521	54,441	134	71	535	547	67,753	57
Rhode Island .....	31	1,213	6,601	1,397	12	5	23	26	9,308	62
South Carolina .....	5	70	244	454	6	4	47	57	887	43
South Dakota .....	—	7	48	734	556	442	267	137	2,191	66
Tennessee .....	5	61	231	1,018	29	24	96	149	1,613	32
Texas .....	3	227	557	1,810	280	252	1,259	1,165	5,553	45
Utah .....	—	8	33	179	35	29	959	894	2,137	53
Vermont .....	5	406	10,421	812	9	6	12	38	11,709	13
Virginia .....	21	402	1,650	3,112	35	22	150	200	5,592	52
Washington .....	1	65	167	649	206	402	1,533	70,807	73,830	44
West Virginia .....	1	71	158	3,130	16	10	18	30	3,434	57
Wisconsin .....	2	106	596	11,962	752	324	763	508	15,013	52
Wyoming .....	—	5	33	102	46	87	402	239	914	56
U.S. Government ....	—	9	13	24	7	3	9	18	83	49
<b>Total U.S. ....</b>	<b>1,545</b>	<b>60,354</b>	<b>186,131</b>	<b>527,258</b>	<b>20,720</b>	<b>12,313</b>	<b>29,562</b>	<b>132,929</b>	<b>970,812</b>	<b>43</b>
<b>Other countries<sup>3</sup> ..</b>	<b>9</b>	<b>39</b>	<b>178</b>	<b>378</b>	<b>40</b>	<b>21</b>	<b>994</b>	<b>5,765</b>	<b>7,424</b>	<b>86</b>
<b>Grand total .....</b>	<b>1,554</b>	<b>60,393</b>	<b>186,309</b>	<b>527,636</b>	<b>20,760</b>	<b>12,334</b>	<b>30,556</b>	<b>138,694</b>	<b>978,236</b>	<b>43</b>
Long term visits as % of long and short term visits .....	98	40	48	39	55	65	72	52	43	

1. Exclusive of commuters, summer residents and locals.

2. Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from foreign countries and excludes vehicles which proceed to these provinces after entering Canada through other Provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through Ports on the border between New Brunswick and the United States.

3. Other countries comprise: Alaska 6637, Argentina 1, Australia 7, Austria 1, Bahamas 14, Belgium 4, Bermuda 17, Bolivia 1, Brazil 2, British West Indies 1, Chili 1, China 1, Colombia 2, Costa Rica 1, Cuba 46, Dominican Republic 2, England 37, France 23, Germany 10, Guatemala 6, Haiti 2, Hawaiian Islands 316, Holland 7, Hong Kong 1, Italy 5, Japan 25, Java 3, Marianas 13, Mexico 88, Netherlands Antilles 15, New Zealand 2, Nicaragua 2, North Ireland 4, Norway 6, Panama Canal Zone 77, Philippine Islands 3, Peru 3, Puerto Rico 9, Scotland 3, South Africa 1, Sweden 1, Switzerland 6, Uruguay 5, Venezuela 8, Virgin Islands 2, Wales 3.

**TABLE 5. Number of Non-Resident Automobiles Travelling in Canada on Customs Permits  
Which Departed in the Years 1948-1952  
Classified by U.S. Federal States of Registration**

State of origin	1948	1949	1950	1951	1952
<b>North Eastern:</b>					
Connecticut.....	33,391	32,663	34,808	40,149	42,079
Maine .....	79,592	102,095	121,566	113,102	113,076
Massachusetts.....	85,975	86,300	92,538	104,088	100,716
New Hampshire .....	20,595	22,268	23,698	25,511	25,813
New Jersey .....	42,568	46,043	48,365	55,288	55,539
New York .....	428,902	443,239	444,848	465,754	472,686
Pennsylvania.....	102,245	101,788	110,292	120,528	119,745
Rhode Island .....	12,855	12,735	13,961	14,991	14,970
Vermont .....	80,226	86,785	91,398	88,160	87,168
	886,349	933,916	981,474	1,027,571	1,031,792
<b>% of Total .....</b>	<b>48.9</b>	<b>47.7</b>	<b>48.1</b>	<b>46.7</b>	<b>45.8</b>
<b>Great Lakes:</b>					
Illinois .....	55,600	62,170	63,376	69,979	73,532
Indiana .....	24,662	27,281	27,849	31,530	32,097
Michigan.....	339,093	364,458	383,404	427,731	428,668
Ohio .....	130,994	130,827	128,249	143,042	145,038
Wisconsin.....	21,645	24,608	24,993	27,714	28,856
	571,994	609,344	627,871	699,996	708,191
<b>% of Total .....</b>	<b>31.6</b>	<b>31.2</b>	<b>30.7</b>	<b>31.8</b>	<b>31.4</b>
<b>North Western:</b>					
Minnesota.....	29,590	35,196	32,747	34,708	38,420
Montana .....	10,511	12,948	14,299	15,017	16,589
North Dakota .....	13,196	19,809	18,934	23,307	24,559
	53,297	67,953	65,980	73,032	79,568
<b>% of Total .....</b>	<b>2.9</b>	<b>3.5</b>	<b>3.2</b>	<b>3.3</b>	<b>3.5</b>
<b>West Coast:</b>					
California.....	51,578	54,644	56,986	59,535	64,342
Oregon .....	17,883	19,525	21,098	25,416	26,238
Washington.....	126,514	143,466	150,367	162,734	166,452
	195,975	217,635	228,451	247,685	267,032
<b>% of Total .....</b>	<b>10.8</b>	<b>11.1</b>	<b>11.2</b>	<b>11.3</b>	<b>11.4</b>
<b>Other:</b>					
	104,349	127,600	139,182	151,838	177,346
<b>% of Total .....</b>	<b>5.8</b>	<b>6.5</b>	<b>6.8</b>	<b>6.9</b>	<b>7.9</b>
<b>Total .....</b>	<b>1,811,964</b>	<b>1,956,448</b>	<b>2,042,958</b>	<b>2,200,122</b>	<b>2,253,929</b>

**TABLE 6. Average Declared Expenditure per Car, and Total Expenditures in Canada of Non-Resident Permit-Holding Motorists Who Departed in 1952, Classified by U.S. Federal States of Registration**

State of-origin	Average expenditure per car	Number of cars	Total expenditures
<b>North Eastern:</b>			
Connecticut .....	67.63	42,079	2,845,811
Maine .....	20.90	113,076	2,363,727
Massachusetts .....	79.45	100,716	8,002,036
New Hampshire .....	46.66	25,813	1,204,374
New Jersey .....	81.50	55,539	4,526,476
New York .....	51.83	472,686	24,497,084
Pennsylvania .....	74.78	119,745	8,954,167
Rhode Island .....	69.70	14,970	1,043,407
Vermont .....	14.14	87,168	1,232,182
		1,031,792	54,669,264
<b>% of Total .....</b>		<b>45.8</b>	<b>43.1</b>
<b>Great Lakes:</b>			
Illinois .....	83.56	73,532	6,144,256
Indiana .....	64.80	32,097	2,080,010
Michigan .....	30.49	428,668	13,071,010
Ohio .....	79.65	145,038	11,552,298
Wisconsin .....	76.88	28,856	2,218,386
		708,191	35,065,960
<b>% of Total .....</b>		<b>31.4</b>	<b>27.6</b>
<b>North Western:</b>			
Minnesota .....	66.56	38,420	2,557,154
Montana .....	59.27	16,589	983,245
North Dakota .....	45.50	24,559	1,117,416
		79,568	4,657,815
<b>% of Total .....</b>		<b>3.5</b>	<b>3.7</b>
<b>West Coast:</b>			
California .....	99.47	64,342	6,400,150
Oregon .....	92.74	26,238	2,433,418
Washington .....	50.18	166,452	8,352,226
		257,032	17,185,794
<b>% of Total .....</b>		<b>11.4</b>	<b>13.5</b>
<b>Other .....</b>	<b>86.84</b>	<b>177,346</b>	<b>15,401,270</b>
<b>% of Total .....</b>		<b>7.9</b>	<b>12.1</b>

**TABLE 7. Minimum Inter-Provincial Travel of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada During the Four Months June to September 1950-1952**

Province of Entry	American cars leaving Canada by a Province Other than that of entry			Percentage of all cars leaving Province		
	1950	1951	1952	1950	1951	1952
Atlantic Provinces.....	6,466	6,334	6,872	7.3	6.7	7.1
Quebec.....	35,536	37,979	38,068	14.9	14.8	15.0
Ontario.....	52,991	57,618	57,067	6.1	6.0	5.9
Manitoba .....	3,716	5,047	5,622	19.2	21.2	21.8
Saskatchewan.....	1,354	1,502	1,798	11.8	12.4	13.6
Alberta.....	10,629	12,179	14,680	36.7	40.1	43.2
British Columbia .....	8,652	9,816	8,714	6.2	6.3	5.4
<b>Total .....</b>	<b>119,344</b>	<b>130,475</b>	<b>132,821</b>	<b>8.6</b>	<b>8.5</b>	<b>8.5</b>

1. Exclusive of commuters, summer residents and locals.

**TABLE 8. Selected Routes Within Ontario Followed by Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada During the Four Months June to September 1950-1952**

Route	Number of cars			Percentage of entries via all ports in Ontario		
	1950	1951	1952	1950	1951	1952
Between: St.Clair, Detroit River Ports and Fort Erie, Niagara Falls .....	238,206	268,861	268,927	27.5	27.8	27.8
Fort Erie, Niagara Falls and St.Lawrence River Ports in Ontario .....	30,291	35,046	36,270	3.5	3.6	3.7
St.Lawrence River Ports in Ontario and Province of Quebec.....	25,714	28,306	28,595	3.0	2.9	3.0
St.Clair, Detroit River Ports and St.Lawrence River Ports in Ontario .....	9,421	10,012	10,354	1.1	1.0	1.1
Sault Ste Marie and St.Clair, Detroit River Ports .....	6,906	8,583	8,374	0.8	0.9	0.9
Sault Ste Marie and Fort Erie, Niagara Falls .....	5,420	6,827	7,782	0.6	0.7	0.8
<b>Total of above .....</b>	<b>315,958</b>	<b>357,635</b>	<b>360,302</b>	<b>36.4</b>	<b>37.0</b>	<b>37.2</b>

1. Exclusive of commuters, summer residents and locals.

TABLE 9. Relationships Between Length of Visit and Average Expenditure by State of Origin 1952

	Long term visits as % of long and short term visits	Average expenditure per car	Entries on customs permits as % of automobile registrations
	%	\$	
Oregon .....	67	92.74	4.2
South Dakota .....	66	98.13	1.5
Dist. of Columbia .....	63	102.67	2.8
Nevada .....	63	103.64	1.4
Massachusetts .....	62	79.45	8.5
Rhode Island .....	62	69.70	6.4
Iowa .....	61	100.34	1.8
Ohio .....	61	79.65	5.5
California .....	60	99.47	1.5
New Jersey .....	59	81.50	3.7
Nebraska .....	57	109.89	1.1
Pennsylvania .....	57	74.78	4.3
West Virginia .....	57	77.13	1.6
Wyoming .....	56	94.47	1.5
Connecticut .....	55	67.63	6.1
Florida .....	55	97.76	1.4
Maryland .....	55	77.31	2.1
Idaho .....	54	70.46	3.8
Arizona .....	53	86.91	0.9
Delaware .....	53	78.54	2.6
Utah .....	53	75.88	1.9
Illinois .....	52	83.56	4.0
Virginia .....	52	71.88	1.3
Wisconsin .....	52	76.88	2.9
Minnesota .....	51	66.56	3.9
Montana .....	51	59.27	8.6
Kansas .....	50	90.60	1.1
Mississippi .....	49	103.38	0.4
Colorado .....	48	77.42	1.2
New Hampshire .....	48	46.66	17.8
Oklahoma .....	48	98.85	0.7
Indiana .....	47	64.80	2.5
Missouri .....	47	83.93	1.2
North Carolina .....	47	66.07	0.5
North Dakota .....	46	45.50	12.7
Texas .....	45	93.14	0.5
Louisiana .....	44	78.94	0.5
Washington .....	44	50.18	20.9
South Carolina .....	43	73.29	0.4
Kentucky .....	42	68.19	0.9
New Mexico .....	42	77.84	0.9
Georgia .....	41	68.80	0.5
New York .....	41	51.83	13.6
Arkansas .....	40	74.82	0.5
Alabama .....	33	56.78	0.5
Tennessee .....	32	52.41	0.7
Michigan .....	27	30.49	19.3
Maine .....	24	20.90	51.5
Vermont .....	13	14.14	79.6

TABLE 10. Balance of Payments on Travel Account Between Canada and Other Countries, 1926-1952

(Net Credits + Net Debits -)

(\$ Million)

Year	Account with United States			Account with overseas countries <sup>1</sup>			Account with all countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
1926 .....	140	70	+ 70	12	29	- 17	152	99	+ 53
1927 .....	148	72	+ 76	15	28	- 13	163	100	+ 63
1928 .....	163	72	+ 91	14	26	- 12	177	98	+ 79
1929 .....	184	81	+103	14	27	- 13	198	108	+ 90
1930 .....	167	67	+100	13	25	- 12	180	92	+ 88
1931 .....	141	52	+ 89	12	19	- 7	153	71	+ 82
1932 .....	103	30	+ 73	11	19	- 8	114	49	+ 65
1933 .....	81	30	+ 51	8	14	- 6	89	44	+ 45
1934 .....	96	36	+ 60	10	14	- 4	106	50	+ 56
1935 .....	107	48	+ 59	10	16	- 6	117	64	+ 53
1936 .....	129	54	+ 75	13	21	- 8	142	75	+ 67
1937 .....	149	65	+ 84	17	22	- 5	166	87	+ 79
1938 .....	134	66	+ 68	15	20	- 5	149	86	+ 63
1939 .....	137	67	+ 70	12	14	- 2	149	81	+ 68
1940 .....	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941 .....	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942 .....	79	24	+ 55	3	3	-	82	27	+ 55
1943 .....	87	34	+ 53	2	3	- 1	89	37	+ 52
1944 .....	117	57	+ 60	3	3	-	120	60	+ 60
1945 .....	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946 .....	216	130	+ 86	6	6	-	222	136	+ 86
1947 .....	241	152	+ 89	10	15	- 5	251	167	+ 84
1948 .....	267	113	+154	13	22	- 9	280	135	+145
1949 .....	267	165	+102	18	28	-10	285	193	+ 92
1950 .....	260	193	+ 67	15	33	-18	275	226	+ 49
1951 .....	258	246	+ 12	16	34	-18	274	280	- 6
1952 <sup>2</sup> .....	257	294	- 37	18	42	-24	275	336	- 61

1. Prior to confederation with Canada in 1949 Newfoundland was classed as an overseas country.

2. Subject to revision.

**TABLE 11. Number of Foreign Automobiles and Other Vehicles Entering Canada, by Province of Entry, 1948-1952**

Entering by ports in	1948	1949	1950	1951	1952
<b>Non-permit class — Local traffic<sup>1</sup></b>					
Atlantic Provinces.....	845,782	961,707	865,466	890,596	967,478
Quebec .....	234,153	218,196	276,231	287,626	289,369
Ontario .....	3,420,637	3,357,224	3,378,024	3,670,008	3,806,941
Manitoba .....	57,007	57,520	54,119	65,060	71,783
Saskatchewan .....	21,364	21,217	20,755	21,390	25,655
Alberta .....	19,143	17,674	19,717	17,029	19,847
British Columbia .....	89,324	90,221	95,722	105,542	109,917
Yukon .....	11	552	1,192	992	2,263
<b>Canada<sup>2</sup></b> .....	<b>4,687,421</b>	<b>4,724,311</b>	<b>4,711,226</b>	<b>5,058,243</b>	<b>5,293,253</b>
<b>Traveller's vehicle permits<sup>1</sup></b>					
Atlantic Provinces .....	104,982	130,751	148,265	151,219	152,421
Quebec .....	335,236	362,425	374,246	384,156	393,507
Ontario .....	1,125,956	1,200,491	1,236,290	1,343,083	1,362,363
Manitoba .....	24,516	31,129	26,315	35,480	38,040
Saskatchewan .....	11,663	14,155	15,715	16,786	19,288
Alberta .....	27,662	34,637	35,812	37,454	42,743
British Columbia .....	191,572	214,805	221,642	247,801	262,550
Yukon .....	2,401	1,561	1,863	3,622	7,253
<b>Canada<sup>3</sup></b> .....	<b>1,823,988</b>	<b>1,989,954</b>	<b>2,060,148</b>	<b>2,219,601</b>	<b>2,278,165</b>
<b>Commercial vehicles</b>					
Atlantic Provinces .....	61,791	76,260	79,272	84,394	89,951
Quebec .....	27,403	36,750	44,238	45,307	43,110
Ontario .....	87,288	95,844	112,825	108,366	138,571
Manitoba .....	3,191	4,262	4,505	6,990	6,801
Saskatchewan .....	5,146	3,414	5,521	4,769	5,658
Alberta .....	2,746	3,155	3,862	3,924	3,988
British Columbia .....	7,989	8,538	10,980	14,707	14,606
Yukon .....	316	678	366	333	1,051
<b>Canada</b> .....	<b>195,870</b>	<b>228,901</b>	<b>261,569</b>	<b>268,790</b>	<b>303,736</b>

1. "Non-permit Class" and Traveller's Vehicle Permits are defined on page 47.

2. Includes 4,655 motorcycles, 21,678 bicycles and 75,631 taxis in 1952.

3. Includes 1,180 motorcycles, 2,006 bicycles and 2,688 other vehicles in 1952.

**TABLE 12. Number of Foreign Automobiles and Other Vehicles Entering Canada,  
by Month of Entry, 1948-1952**

Month	1948	1949	1950	1951	1952
<b>Non-permit class — Local traffic<sup>1</sup></b>					
January .....	225,540	244,609	250,428	264,544	265,842
February .....	224,075	239,202	229,037	231,951	269,327
March .....	258,309	253,881	259,925	296,211	313,361
April .....	310,508	315,660	315,198	336,229	351,242
May .....	423,911	406,528	394,928	433,970	442,886
June .....	479,661	501,106	484,504	539,502	558,429
July .....	666,898	695,554	690,785	745,704	806,530
August .....	641,671	626,231	634,708	718,260	733,555
September .....	502,099	456,460	467,622	490,436	462,597
October .....	368,271	388,556	382,285	393,898	400,192
November .....	299,995	302,135	296,431	310,452	356,539
December .....	286,483	294,389	305,375	297,086	332,753
<b>Total<sup>2</sup></b> .....	<b>4,687,421</b>	<b>4,724,311</b>	<b>4,711,226</b>	<b>5,058,243</b>	<b>5,293,253</b>
<b>Traveller's vehicle permits<sup>1</sup></b>					
January .....	28,243	32,590	36,185	40,941	38,113
February .....	33,329	35,826	39,006	38,935	52,439
March .....	46,087	46,160	47,711	62,718	62,515
April .....	69,907	83,510	87,058	86,360	96,379
May .....	134,440	153,988	144,640	148,286	179,463
June .....	191,954	221,002	237,867	290,453	289,088
July .....	407,884	453,045	471,823	489,058	501,019
August .....	408,026	426,302	437,145	503,956	534,262
September .....	253,564	264,467	277,388	281,212	232,580
October .....	128,121	141,089	143,124	147,558	140,607
November .....	74,967	76,120	80,104	76,040	88,016
December .....	47,466	55,855	58,097	54,084	63,684
<b>Total<sup>3</sup></b> .....	<b>1,823,988</b>	<b>1,989,954</b>	<b>2,060,148</b>	<b>2,219,601</b>	<b>2,278,165</b>
<b>Commercial vehicles</b>					
January .....	13,309	14,993	18,817	20,213	22,594
February .....	12,199	14,908	17,596	19,153	22,037
March .....	14,681	17,609	20,278	21,607	22,614
April .....	16,299	16,266	18,878	21,201	21,922
May .....	15,911	18,584	21,935	24,746	25,126
June .....	17,627	19,591	23,628	25,777	24,442
July .....	16,643	20,572	23,481	23,764	25,482
August .....	18,224	23,163	25,410	24,010	27,677
September .....	18,453	22,085	24,148	24,207	27,760
October .....	18,356	21,431	24,049	22,607	28,806
November .....	17,251	19,918	21,941	21,381	26,424
December .....	16,917	19,781	21,408	20,124	28,852
<b>Total</b> .....	<b>195,870</b>	<b>228,901</b>	<b>261,569</b>	<b>268,790</b>	<b>303,736</b>

1. "Non-permit Class" and Traveller's Vehicle Permits are defined on page 47.

2. Includes 4,655 motorcycles, 21,678 bicycles and 75,631 taxis in 1952.

3. Includes 1,180 motorcycles, 2,006 bicycles and 2,688 other vehicles in 1952.

TABLE 13. Number of Foreign Travellers Entering Canada from the United States, by Province of Entry, 1948-1952

Province of entry	1948	1949	1950	1951	1952
<b>(a) Rail<sup>1</sup></b>					
Atlantic Provinces .....	23,702	18,889	14,431	13,722	13,584
Quebec .....	223,040	198,552	163,862	160,180	158,982
Ontario .....	257,093	242,293	191,125	208,499	219,559
Manitoba .....	22,543	23,819	17,548	17,109	17,753
Saskatchewan .....	17,464	14,492	11,883	11,131	12,158
Alberta .....	1,288	1,594	1,474	1,251	1,107
British Columbia .....	44,077 <sup>2</sup>	51,670 <sup>2</sup>	47,874	70,421	57,913
Yukon .....	—	—	9,323	9,794	10,160
<b>Canada .....</b>	<b>589,207</b>	<b>551,309</b>	<b>457,520</b>	<b>492,107</b>	<b>491,216</b>
<b>(b) Boat</b>					
Atlantic Provinces .....	23,092	23,020	21,170	21,944	20,797
Quebec .....	1,670	1,646	1,706	3,157	4,541
Ontario .....	177,788	141,385	92,897	125,084	154,627
Manitoba .....	—	—	—	—	—
Saskatchewan .....	—	—	—	—	—
Alberta .....	—	—	25	—	—
British Columbia .....	132,388	134,188	95,719	108,211	122,835
Yukon .....	12	4	6	—	34
<b>Canada .....</b>	<b>334,950</b>	<b>300,243</b>	<b>211,523</b>	<b>258,396</b>	<b>302,834</b>
<b>(c) Bus<sup>3</sup></b>					
Atlantic Provinces .....	9,724	9,904	9,323	8,580	8,771
Quebec .....	36,663	35,450	40,534	37,465	41,540
Ontario .....	383,638	338,244	309,955	312,824	285,928
Manitoba .....	6,500	2,846	4,745	5,289	5,015
Saskatchewan .....	203	899	368	265	406
Alberta .....	5,422	2,617	2,450	2,665	2,898
British Columbia .....	37,355	39,197	39,088	39,861	29,998
Yukon .....	—	—	—	430	495
<b>Canada .....</b>	<b>479,505</b>	<b>429,157</b>	<b>406,463</b>	<b>407,379</b>	<b>375,051</b>
<b>(d) Airplane</b>					
Atlantic Provinces .....	7,105	8,742	10,157	9,284	8,939
Quebec .....	28,202	33,522	40,072	47,679	49,606
Ontario .....	33,777	42,601	47,893	59,556	69,018
Manitoba .....	4,929	6,447	7,306	6,062	6,393
Saskatchewan .....	354	248	337	683	846
Alberta .....	11,610	9,815	17,022	17,953	14,609
British Columbia .....	25,006	27,461	27,403	27,050	28,928
Yukon <sup>4</sup> .....	4,601	6,910	8,232	6,907	6,790
<b>Canada .....</b>	<b>115,584</b>	<b>135,746</b>	<b>158,422</b>	<b>175,174</b>	<b>185,129</b>

1. After deducting intransit passengers across Southern Ontario.

2. Including traffic intransit through British Columbia destined to Yukon.

3. Exclusive of local bus traffic between border communities by including intransit traffic.

4. Yukon traffic is practically all intransit to and from Alaska.

**TABLE 14. Number of Foreign Travellers Entering Canada from the United States, by Month of Entry, 1948-1952**

Month	1948	1949	1950	1951	1952
<b>(a) Rail (Gross entries)</b>					
January .....	105,026	95,561	84,982	83,199	89,382
February .....	95,299	71,482	68,493	65,899	80,810
March .....	87,856	68,837	61,891	76,054	70,337
April .....	92,044	78,448	76,816	74,929	74,283
May .....	92,227	89,093	72,384	82,279	89,022
June .....	125,299	117,313	113,593	102,411	118,006
July .....	171,478	151,982	144,234	125,991	122,139
August .....	148,687	128,503	109,661	127,735	122,247
September .....	114,091	105,642	105,664	98,573	86,823
October .....	93,810	96,132	80,625	93,140	82,570
November .....	86,541	77,557	74,589	78,984	71,818
December .....	98,249	100,402	99,608	106,667	103,034
<b>Total .....</b>	<b>1,310,607</b>	<b>1,180,952</b>	<b>1,092,540</b>	<b>1,115,861</b>	<b>1,110,471</b>
<b>(b) Rail (Net entries)</b>					
January .....	39,186	36,948	29,774	30,093	33,243
February .....	35,972	32,928	26,847	29,877	33,918
March .....	35,150	29,411	24,518	27,565	28,074
April .....	34,239	34,186	31,782	25,754	30,008
May .....	40,057	38,324	23,508	35,254	42,190
June .....	58,543	60,308	55,974	51,973	53,444
July .....	92,051	85,772	76,351	65,107	65,635
August .....	80,874	77,686	47,617	72,662	66,999
September .....	57,670	48,904	41,990	43,648	37,780
October .....	39,124	37,129	33,668	36,194	33,926
November .....	33,876	30,671	27,259	29,834	26,839
December .....	42,465	39,042	38,232	44,146	39,160
<b>Total .....</b>	<b>589,207</b>	<b>551,309</b>	<b>457,520</b>	<b>492,107</b>	<b>491,216</b>
<b>(c) Boat</b>					
January .....	2,248	1,936	1,348	1,318	1,133
February .....	2,374	1,627	1,545	1,163	1,802
March .....	2,978	2,761	1,743	1,613	1,774
April .....	3,545	3,616	4,212	2,879	2,321
May .....	16,137	18,548	6,353	7,137	10,963
June .....	39,261	39,790	31,177	34,835	36,955
July .....	98,586	90,207	70,269	83,916	97,446
August .....	111,995	95,727	63,331	87,917	108,608
September .....	43,679	34,404	21,545	28,082	30,819
October .....	7,368	6,637	5,523	4,875	5,245
November .....	3,886	2,513	2,017	2,447	2,326
December .....	2,893	2,477	2,460	2,214	3,442
<b>Total .....</b>	<b>334,950</b>	<b>300,243</b>	<b>211,523</b>	<b>258,396</b>	<b>302,834</b>

**TABLE 14. Number of Foreign Travellers Entering Canada From the United States,  
by Month of Entry, 1948-1952 - Concluded**

Month	1948	1949	1950	1951	1952
<b>(d) Bus <sup>1,2</sup></b>					
January .....	14,111	12,558	11,446	14,102	12,481
February .....	14,222	13,908	12,442	12,397	15,855
March.....	14,454	13,691	13,885	19,159	12,730
April .....	17,035	17,837	19,107	18,342	20,710
May .....	33,719	31,793	33,830	33,106	34,251
June.....	51,105	54,012	48,598	43,542	45,379
July .....	105,381	95,325	91,439	88,687	82,768
August.....	106,398	82,308	81,840	82,599	76,268
September .....	57,492	50,377	42,664	39,202	26,392
October .....	26,851	25,548	21,521	24,264	20,930
November .....	19,638	16,522	14,569	15,750	14,509
December .....	19,099	15,278	15,122	16,229	12,778
<b>Total .....</b>	<b>479,505</b>	<b>429,157</b>	<b>406,463</b>	<b>407,379</b>	<b>375,051</b>
<b>(e) Airplane</b>					
January .....	4,690	5,814	7,408	9,638	9,817
February .....	5,296	6,032	7,549	9,298	9,500
March.....	6,172	7,748	8,657	10,880	11,209
April .....	7,501	8,985	11,051	11,816	12,449
May .....	9,851	12,866	14,449	15,193	14,248
June.....	13,179	16,092	17,794	18,377	19,432
July .....	14,494	18,267	19,858	21,777	23,099
August.....	15,539	17,297	20,424	21,230	24,619
September .....	13,844	15,132	16,947	19,193	20,148
October .....	10,145	11,016	13,665	15,772	15,974
November .....	7,491	8,220	9,960	11,198	12,129
December .....	7,382	8,277	10,660	10,802	12,505
<b>Total .....</b>	<b>115,584</b>	<b>135,746</b>	<b>158,422</b>	<b>175,174</b>	<b>185,129</b>

1. Exclusive of local bus traffic between border communities.

2. Includes a small percentage of intransit passengers across Southern Ontario.

**TABLE 15. Number of Canadian Automobiles and Other Vehicles Travelling in the United States by Province of Re-Entry into Canada, 1948-1952**

Province of re-entry	1948	1949	1950	1951	1952
<b>Length of stay – 24 Hours or less</b>					
Atlantic Provinces .....	567,569	708,493	741,496	902,396	1,071,888
Quebec .....	235,403	255,647	368,932	457,655	589,205
Ontario .....	591,232	762,970	837,120	1,177,829	1,368,502
Manitoba .....	47,818	53,893	57,026	88,115	115,966
Saskatchewan.....	29,000	32,502	32,989	41,741	55,101
Alberta .....	21,319	25,854	27,725	25,868	28,146
British Columbia .....	249,254	278,749	289,452	351,087	465,460
Yukon .....	1	3	42	10	212
<b>Canada<sup>1</sup> .....</b>	<b>1,741,596</b>	<b>2,118,111</b>	<b>2,354,782</b>	<b>3,044,701</b>	<b>3,694,480</b>
<b>Length of stay – Over 24 hours</b>					
Atlantic Provinces .....	11,253	17,684	21,007	28,780	31,698
Quebec .....	46,882	60,303	77,137	109,660	141,396
Ontario .....	66,502	120,814	151,855	219,886	263,158
Manitoba .....	14,739	20,821	21,573	32,649	44,498
Saskatchewan.....	11,279	15,197	16,719	20,929	31,011
Alberta .....	12,119	17,536	20,953	19,451	32,260
British Columbia .....	37,534	79,847	88,644	107,313	141,238
Yukon .....	7	4	7	20	167
<b>Canada<sup>2</sup> .....</b>	<b>200,315</b>	<b>332,206</b>	<b>397,895</b>	<b>538,688</b>	<b>685,426</b>
<b>Commercial vehicles</b>					
Atlantic Provinces .....	57,085	60,837	76,553	83,786	91,690
Quebec .....	29,005	32,548	49,802	61,866	68,751
Ontario .....	55,473	65,490	71,948	118,984	136,040
Manitoba .....	5,106	5,261	6,360	12,424	16,975
Saskatchewan.....	6,907	6,407	7,586	10,396	13,731
Alberta .....	5,604	5,229	5,447	7,000	8,418
British Columbia .....	18,580	17,643	21,533	23,609	28,471
Yukon .....	64	49	29	15	95
<b>Canada .....</b>	<b>177,824</b>	<b>193,464</b>	<b>239,258</b>	<b>318,080</b>	<b>364,171</b>

1. Includes 9,578 motorcycles, 32,466 bicycles and 145,147 taxis in 1952.

2. Includes 1,356 motorcycles, 235 bicycles and 1,438 taxis in 1952.

**TABLE 16. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-Entry into Canada, 1948-1952**

Month	1948	1949	1950	1951	1952
<b>Length of stay — 24 Hours or less</b>					
January .....	83,263	116,110	130,265	165,051	198,559
February .....	82,722	109,327	126,339	144,268	216,613
March .....	108,764	130,750	148,200	205,536	250,177
April .....	120,027	160,391	181,864	234,231	289,605
May .....	153,570	197,556	206,627	279,373	319,283
June .....	160,091	198,556	218,359	298,456	349,662
July .....	194,261	248,819	270,134	357,098	413,466
August .....	203,857	230,555	254,900	342,162	428,392
September .....	177,600	198,195	217,405	304,002	336,714
October .....	173,654	203,816	226,960	274,094	322,878
November .....	148,253	163,838	187,213	220,575	297,551
December .....	135,534	160,198	186,516	219,855	271,580
<b>Total<sup>1</sup> .....</b>	<b>1,741,596</b>	<b>2,118,111</b>	<b>2,354,782</b>	<b>3,044,701</b>	<b>3,694,480</b>
<b>Length of stay — Over 24 hours</b>					
January .....	4,576	7,457	8,938	12,559	13,971
February .....	3,962	6,175	7,751	11,482	18,489
March .....	7,768	11,825	12,626	28,403	26,052
April .....	9,496	23,123	27,526	28,482	50,195
May .....	14,810	23,462	22,359	34,450	46,560
June .....	16,493	28,183	31,052	43,915	61,189
July .....	34,110	61,955	67,967	97,772	112,876
August .....	39,877	60,000	76,830	103,721	134,654
September .....	26,552	43,371	52,375	70,493	81,390
October .....	21,971	34,689	43,662	54,173	69,816
November .....	12,497	19,349	25,560	30,119	40,635
December .....	8,203	12,617	21,249	23,119	29,599
<b>Total<sup>2</sup> .....</b>	<b>200,315</b>	<b>332,206</b>	<b>397,895</b>	<b>538,688</b>	<b>685,426</b>
<b>Commercial Vehicles</b>					
January .....	11,793	14,448	16,557	26,027	30,312
February .....	11,743	14,478	18,658	27,086	32,021
March .....	13,149	16,862	20,265	28,362	31,961
April .....	12,535	14,886	16,079	23,011	25,370
May .....	15,307	16,153	19,323	26,746	30,344
June .....	16,034	17,247	20,137	27,766	31,055
July .....	17,150	15,086	20,731	27,224	32,331
August .....	17,765	17,483	25,432	27,919	32,739
September .....	16,383	16,069	21,236	26,082	30,467
October .....	16,125	17,746	21,213	27,334	32,246
November .....	15,659	16,802	19,746	25,815	27,552
December .....	14,181	16,204	19,881	24,708	27,773
<b>Total .....</b>	<b>177,824</b>	<b>193,464</b>	<b>239,258</b>	<b>318,080</b>	<b>364,171</b>

1. Includes 9,578 motorcycles, 32,466 bicycles and 145,147 taxis in 1952.

2. Includes 1,356 motorcycles, 235 bicycles and 1,438 taxis in 1952.

TABLE 17. Number of Canadians Returning from the United States by Province of Re-Entry Into Canada, 1948-1952

Province of re-entry	1948	1949	1950	1951	1952
<b>(a) Rail</b>					
Atlantic Provinces.....	19,813	18,185	13,196	15,459	16,038
Quebec.....	165,160	175,446	153,814	163,379	169,981
Ontario.....	234,187	260,586	245,995	237,064	245,330
Manitoba .....	21,020	27,831	20,196	22,124	25,094
Saskatchewan .....	7,880	7,817	5,955	5,971	6,217
Alberta.....	879	977	770	511	222
British Columbia .....	28,434 <sup>1</sup>	41,272 <sup>1</sup>	57,179	80,070	90,091
Yukon.....	—	—	1,740	1,526	1,600
<b>Canada.....</b>	<b>477,373</b>	<b>532,114</b>	<b>498,845</b>	<b>526,104</b>	<b>554,573</b>
<b>(b) Boat</b>					
Atlantic Provinces.....	32,469	39,064	34,442	37,161	48,000
Quebec.....	4,418	1,086	4,418	1,711	3,872
Ontario.....	40,903	40,790	10,536	9,474	19,380
Manitoba .....	—	—	—	—	—
Saskatchewan .....	—	—	—	—	—
Alberta.....	—	—	10	—	—
British Columbia .....	20,462	26,741	17,157	20,955	24,363
Yukon.....	14	—	2	6	41
<b>Canada.....</b>	<b>98,266</b>	<b>107,681</b>	<b>66,565</b>	<b>69,307</b>	<b>95,656</b>
<b>(c) Bus<sup>2</sup></b>					
Atlantic Provinces.....	9,331	12,960	14,670	17,702	18,815
Quebec.....	39,208	59,560	67,270	76,118	87,071
Ontario.....	294,790	380,175	390,676	391,689	364,492
Manitoba .....	18,806	10,029	17,522	20,257	23,186
Saskatchewan .....	707	1,123	1,176	933	756
Alberta.....	3,126	3,985	4,069	4,760	5,767
British Columbia .....	77,071	95,460	81,695	78,351	87,801
Yukon.....	—	—	—	42	110
<b>Canada.....</b>	<b>443,039</b>	<b>563,292</b>	<b>577,078</b>	<b>589,852</b>	<b>587,998</b>
<b>(d) Airplane</b>					
Atlantic Provinces.....	2,713	3,963	4,669	4,864	5,297
Quebec.....	17,544	22,005	31,106	41,516	49,468
Ontario.....	33,874	43,917	51,629	65,995	79,436
Manitoba .....	2,738	3,588	5,416	3,694	3,868
Saskatchewan .....	66	75	146	242	311
Alberta .....	1,255	1,326	2,104	3,381	5,138
British Columbia .....	12,382	15,504	16,051	19,244	21,493
Yukon.....	312	341	394	385	551
<b>Canada.....</b>	<b>70,884</b>	<b>90,719</b>	<b>111,515</b>	<b>139,321</b>	<b>165,562</b>

1. Including traffic intransit through British Columbia destined to Yukon.

2. Exclusive of local bus traffic between border communities.

**TABLE 18. Number of Canadians Returning from the United States  
by Month of Re-Entry into Canada, 1948-1952**

Month	1948	1949	1950	1951	1952
<b>(a) Rail (Gross entries)</b>					
January.....	39,227	43,365	47,910	42,600	43,679
February.....	30,359	31,095	28,560	29,937	35,942
March.....	39,491	33,095	31,014	48,781	39,940
April.....	33,960	50,606	44,903	38,186	59,039
May.....	37,946	41,185	32,015	38,963	41,871
June.....	33,856	40,583	40,813	39,420	41,418
July.....	49,863	63,410	55,136	56,506	55,763
August.....	54,945	62,795	48,996	59,096	63,980
September.....	44,284	50,020	43,656	49,547	47,391
October.....	42,721	44,495	46,284	45,577	46,155
November.....	32,173	32,622	36,423	35,910	36,297
December.....	38,548	38,843	43,135	41,581	43,098
<b>Total.....</b>	<b>477,373</b>	<b>532,114</b>	<b>498,845</b>	<b>526,104</b>	<b>554,573</b>
<b>(b) Rail (Net entries)</b>					
January.....	38,516	42,766	47,492	42,070	43,227
February.....	29,841	30,637	28,206	29,526	35,533
March.....	38,635	32,595	30,523	48,126	39,531
April.....	33,160	49,786	44,266	37,659	58,288
May.....	37,159	40,245	31,194	38,368	41,298
June.....	33,091	39,641	40,075	38,754	40,802
July.....	48,975	62,045	54,270	55,619	54,980
August.....	53,949	61,765	48,326	58,141	63,115
September.....	43,405	49,102	42,902	48,871	46,796
October.....	41,931	43,741	45,588	44,789	45,603
November.....	31,486	31,882	35,647	35,127	35,634
December.....	37,747	38,012	42,201	40,793	42,321
<b>Total.....</b>	<b>467,895</b>	<b>522,217</b>	<b>490,690</b>	<b>517,843</b>	<b>547,128</b>
<b>(c) Boat</b>					
January.....	2,954	2,618	3,198	3,288	3,010
February.....	2,744	2,363	2,661	3,080	3,439
March.....	2,772	2,506	3,404	3,628	3,310
April.....	2,587	4,279	3,021	4,014	4,283
May.....	4,360	4,667	3,729	4,811	6,255
June.....	9,179	10,303	6,634	5,987	9,070
July.....	22,327	29,580	12,169	10,310	18,246
August.....	25,891	26,238	11,855	12,413	19,572
September.....	14,383	12,683	6,752	8,035	10,461
October.....	4,425	4,716	4,927	5,091	6,435
November.....	3,216	3,820	3,767	4,138	6,066
December.....	3,428	3,908	4,448	4,512	5,509
<b>Total.....</b>	<b>98,266</b>	<b>107,681</b>	<b>66,565</b>	<b>69,307</b>	<b>95,656</b>

**TABLE 18. Number of Canadians Returning from the United States  
by Month of Re-Entry Into Canada, 1948-1952 - Concluded**

Month	1948	1949	1950	1951	1952
	<b>(d) Bus<sup>1</sup></b>				
January .....	23,317	26,148	28,785	34,888	30,737
February .....	21,979	25,669	27,641	31,509	35,986
March.....	26,937	33,073	35,584	41,497	39,907
April .....	26,701	43,659	45,718	35,314	43,524
May .....	36,052	50,449	45,005	50,272	46,544
June.....	40,931	53,924	53,061	57,304	66,828
July .....	57,405	78,718	72,865	80,207	74,342
August.....	69,423	78,543	82,345	81,411	82,538
September .....	51,990	60,331	56,611	58,021	55,535
October .....	38,777	47,587	51,110	46,872	43,950
November .....	25,931	33,236	38,963	35,646	35,130
December .....	23,596	31,955	39,390	36,911	32,977
<b>Total .....</b>	<b>443,039</b>	<b>563,292</b>	<b>577,078</b>	<b>589,852</b>	<b>587,998</b>
	<b>(e) Airplane</b>				
January .....	3,791	5,318	5,613	10,194	11,240
February .....	3,708	5,163	5,936	9,351	11,173
March.....	5,454	7,332	7,372	13,468	14,175
April .....	6,051	9,152	10,786	12,570	15,785
May .....	6,472	8,732	10,158	12,127	12,294
June.....	6,741	8,605	9,437	11,502	14,091
July .....	7,203	8,030	9,414	11,061	13,202
August.....	6,304	8,178	10,635	12,228	14,752
September .....	7,356	9,547	11,050	13,487	15,910
October .....	7,415	8,931	12,182	13,479	17,291
November .....	5,357	6,529	9,598	10,768	13,427
December .....	5,032	5,202	8,834	9,036	12,222
<b>Total .....</b>	<b>70,884</b>	<b>90,719</b>	<b>111,515</b>	<b>139,321</b>	<b>165,562</b>

1. Exclusive of local bus traffic between border communities.

### Description of Methods

## I. CANADIAN TRAVEL IN THE UNITED STATES

### A. Automobile Traffic

Customs officials stationed at each port of entry between Canada and the United States file with the Dominion Bureau of Statistics a copy of Form E 60 A for each Canadian automobile returning to Canada from the United States. Form E 60 A is a short questionnaire which requests the following information:

1. Number of persons in the automobile.
2. Length of stay in the United States.
3. Amount spent in the United States by all persons in the automobile.

An answer to question (3) is given voluntarily in nearly every case, and questions (1) and (2) are completed by the port officials. During periods of exceptionally heavy traffic at a few of the busier ports there are times when it is not possible to obtain answers to any of the questions. During such periods, however, a blank copy of the form stamped with the name of the port and the date of entry is filed for each returning automobile. In recent years more than 90 per cent of Forms E 60 A have been complete in all respects.

Forms E 60 A are used for two purposes: (1) The number of forms filed per month indicates the number of Canadian cars returning from the United States. Those forms which include an answer to the first question regarding number of persons in the car furnish a sample from which the total number of persons in all cars can be calculated each month.

Those forms which include an answer to the expenditure question furnish a sample of expenditures per car from which the total expenditures of all cars can be calculated each month. Separate records are maintained of the numbers of cars remaining out of Canada for (a) one day, (b) two days, and (c) three days and over, and appropriate sample expenditures are applied to each group.

### B. Other Types of Traffic

Immigration officials stationed at each port of entry between Canada and the United States make a count of all residents of Canada returning from the United States each month, classifying them according to the following means of travel used in returning to Canada:

1. Train
2. Boat
3. Airplane
4. Through bus
5. Other (including automobile, commercial vehicle, local bus, pedestrian, etc.)

Average expenditure per person for each of the first four of these types of traffic are obtained on a sample basis by the use of a questionnaire post card distributed by Immigration officials at the ports. The residual traffic mentioned in the fifth classification above, after an appropriate deduction for automobiles, is given an estimated expenditure value based on observation of local characteristics at some of the more important ports where the amount of expenditures are of some significance.

## II. UNITED STATES TRAVEL IN CANADA

### A. Automobile Traffic

Statistical procedure respecting United States residents entering Canada by automobile has been patterned upon Customs procedure, in accordance with the methods used by the Canadian Customs in permitting entry of such vehicles into Canada.

All automobile traffic is classified in one or other of the following three groups:

1. Non-permit local traffic.
2. Holders of traveller's vehicle permits who do not come within the following special classes:
  - (a) Summer residents
  - (b) Commuters
  - (c) Local permit-holders

Permit-holders not coming within (a), (b), or (c) above comprise the "Other" permit-holders.

3. Holders of traveller's vehicle permits who come within one or other of the following special classes:

- (a) Summer residents
- (b) Commuters
- (c) Local permit-holders.

The first of these groups, "Non-permit local traffic", consists of cars which are not required to apply for Customs permits. They are restricted to travel within the jurisdiction of the port of entry and may not remain within Canada more than 48 hours. Monthly records of volume and expenditures of this type of traffic are maintained by a procedure similar to that used in the case of Canadian automobiles visiting the United States and described above under IA. The questionnaire which is used in this case, referred to as Form E 49, contains two questions only:

- (a) Number of persons in the automobile.
- (b) Amount spent in Canada by all persons in the automobile.

The American motoring public has responded generously to the use of this form and a satisfactory

expenditure sample has been obtained, although the percentage of completed forms is not as high as in the case of Form E 60 A.

As the use of the Form E 49 is restricted to cars which remain in Canada less than 48 hours, the statistical procedure is somewhat simpler than it is in the case of Form E 60 A where length of stay has to be taken into consideration.

The second group referred to above consists of motorists who are required to apply for a traveller's vehicle permit. They are persons who wish to remain in Canada longer than 48 hours, or to travel beyond the jurisdiction of the port of entry. Permits are issued for specific periods up to a maximum of one year and give a complete record of the visit consisting of the following items:

- (a) Dates of entry and exit
- (b) Ports of entry and exit
- (c) State of registration of the vehicle
- (d) Number of persons in the vehicle.

In addition there is a voluntary expenditure questionnaire requesting the amount spent in Canada by all persons in the automobile, which is generally answered by more than three-quarters of the motorists to whom permits are issued.

The third group referred to above consists of permit-holders who are classed as summer residents, commuters or locals. These are: (1) Americans who have summer residences in Canada, or (2) Persons dwelling in the United States and working in Canada, or (3) residents of border communities, other than summer residents or commuters, who make frequent visits of short duration to Canada. In order to facilitate border crossings by these persons, most of whom are known personally to the border officials, they are issued traveller's vehicle permits good for periods of six months or more, one copy of which they are allowed to retain in their possession until expiry date. When these special types of permits

are finally surrendered the permit-holders are requested to estimate their total expenditures in Canada for the whole period of validity of the permit. In order to have a complete record of all border crossings, however, a record is maintained (by the use of Form E 49) of all intermediate trips made by these special permit-holders, and, after the first one on which the permit is issued, the count of these crossings is included with non-permit local traffic. Thus these special travellers are presented in the volume of travel figures of both the main groups of automobile traffic, which are referred to in (1) and (3) above.

### B. Other Types of Traffic

- 1. Train
- 2. Boat
- 3. Airplane
- 4. Through bus
- 5. Other (including automobile, commercial vehicle, local bus, pedestrian, etc.)

The volume of traffic for each of the classifications shown above is obtained monthly by Canadian immigration officials stationed at the border. In the case of train and through bus traffic, adjustments are made to the total count of passengers on account of intransit traffic moving across Southern Ontario.

Expenditure estimates for each of the first four of these types of traffic are obtained on a sample basis by the use of a questionnaire post card distributed by United States border officials to the travellers on their return to the United States. These cards are addressed to the United States Department of Commerce which calculates average expenditure rates, and the data are made available to the Dominion Bureau of Statistics. The residual traffic mentioned in the fifth classification is handled in the same manner as the residual Canadian traffic returning from visits to the United States. (See above under "1.B").

## III. OVERSEAS TRAVEL

Data on overseas traffic are obtained from two sources: (1) The Canadian Immigration Service furnishes the number of Canadians returning and the number of non-residents entering through Ca-

nadian ocean ports divided into immigrants and non-immigrants. (2) Average expenditure per person is obtained by means of questionnaires.

Note: Further details on description of methods appear on pages 4-9 in "Travel Between Canada and Other Countries, 1949".

**Classifications used in this Report are defined as follows:**

1. "Commercial Vehicles" are trucks used for commercial purposes.
2. Highway Traffic not classified as commercial vehicles consists of automobiles, taxis, motorcycles and bicycles.
3. **Foreign Vehicles Inward**

- (a) Non-Permit Class consists of local vehicles which do not require Customs permits. They are restricted to travel within the jurisdiction of the port and may not remain in Canada more than 48 hours.

Also included are the repeat trips of commuters and others who cross the border frequently on commuting permits. (See below).

- (b) Traveller's vehicle permits are issued to foreign vehicles which remain in Canada longer than 48 hours or which travel beyond the jurisdiction of the port of entry. (Thus a motorist who intends to leave the country at a point other than that of entry must apply for a traveller's vehicle permit).

These permits are usually valid for periods of 60 days or 6 months, but more than 50 per cent of all permits issued each year are used for visits of less than 48 hours.

Also included in this class are commuting permits which entitle the holders to cross the border frequently during the tenure of their permits. Repeat trips after the first, however, are included in the non-permit class, as mentioned above.

4. **Canadian Vehicles Inward**

Canadian vehicles returning to Canada are classified by length of stay depending upon whether they are abroad for more or less than 24 hours.

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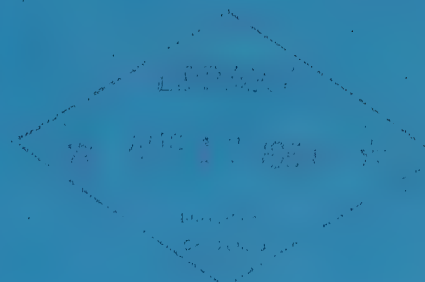
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Canada Statistics (Dom.) Bureau  
International Trade Division



CANADA



TRAVEL BETWEEN CANADA  
AND  
OTHER COUNTRIES  
1953

DOMINION BUREAU OF STATISTICS

International Trade Division

Balance of Payments Section



DOMINION BUREAU OF STATISTICS  
International Trade Division  
Balance of Payments Section

TRAVEL BETWEEN CANADA  
AND  
OTHER COUNTRIES  
1953

*Published by Authority of*  
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# TRAVEL BETWEEN CANADA AND OTHER COUNTRIES

1953

## Leading Developments in Travel between Canada and Other Countries

The most significant development in Travel Between Canada and Other Countries during 1953 was the increase in expenditures by residents of the United States and other countries in Canada. Expenditures in Canada by travellers from the United States and other countries reached \$302 million during the past year to establish a new record. The increase of \$27 million over 1952 amounts to almost 10 per cent, and is 6 per cent over the previous record established in 1949. Most of the rise in expenditures can be attributed to an increase of nearly two million visits, a gain of 7 per cent in the volume of travel; the volume of short-term travellers showing the greatest percentage increase. The remainder of the increase can be traced to higher average expenditures of travellers arriving by automobile, train and bus. Travel receipts from the United States increased \$25 million from the year before to establish a new record of \$282 million, while receipts from overseas countries also set a new record at \$20 million. Receipts from foreign travel had been fairly constant throughout the five year period from 1948 through 1952.

Expenditures by residents of Canada in other countries also reached a new record in 1953, but

the rate of increase over 1952 was more moderate than in the previous year. Expenditures by residents of Canada in other countries are estimated at \$365 million an increase of \$24 million over 1952 or approximately 7 per cent. Compared with an increase of 10 per cent in our receipts from other countries the trend has been more favourable than the experience of the previous year, when in 1952 expenditures in other countries increased by 22 per cent but receipts were virtually unchanged. In 1953 expenditures in the United States reached a new record of \$307 million, an increase of \$13 million or 4 per cent over the previous year, whereas expenditures in other countries climbed to \$58 million, a gain of \$11 million or 23 per cent over the previous year.

The balance of payments on travel account with the United States changed favourably during the past year, the debit balance being reduced from \$37 million in 1952 to \$25 million in 1953. The debit balance in our travel account with overseas countries increased from \$29 million in the previous year to \$38 million in 1953, leaving a total debit balance in our account with all countries of \$63 million, a decrease of \$3 million from the previous year.

STATEMENT 1. Number and Expenditures of United States Travellers in Canada, 1950-1953

Type of transportation	Number of persons				Expenditures			
	1950	1951	1952	1953	1950	1951	1952	1953 <sup>1</sup>
	Thousands				\$ Millions			
Automobile:								
Non-permit or local traffic .....	8,843	9,000	9,085	9,557	20.1	18.8	18.6	21.9
Customs Permits .....	6,029	6,520	6,672	7,316	128.0	132.8	123.9	135.0
Repeat trips of permit holders .....	2,600	2,982	2,811	2,520	—	—	—	—
<b>Total .....</b>	<b>17,472</b>	<b>18,502</b>	<b>18,568</b>	<b>19,393</b>	<b>148.1</b>	<b>151.6</b>	<b>142.5</b>	<b>156.9</b>
Non-Automobile:								
Rail .....	1,093	1,116	1,111	1,026	43.5	43.6	45.9	43.9
Boat .....	212	259	303	326	13.7	10.5	14.2	14.2
Through bus .....	406	407	375	352	20.8	17.7	18.1	23.0
Plane .....	158	175	185	214	21.4	22.2	21.9	24.9
Other .....	4,176	4,421	5,735	6,714	12.2	12.4	14.4	19.3
<b>Total .....</b>	<b>6,045</b>	<b>6,378</b>	<b>7,709</b>	<b>8,632</b>	<b>111.6</b>	<b>106.4</b>	<b>114.5</b>	<b>125.3</b>
<b>Grand Total .....</b>	<b>23,517</b>	<b>24,880</b>	<b>26,277</b>	<b>28,025</b>	<b>259.7</b>	<b>258.0</b>	<b>257.0</b>	<b>282.2</b>

1. Subject to revision.

### United States Travel Expenditures in Canada by Types of Transportation

An analysis of United States travel expenditures in Canada in 1953, according to type of transportation used in entering the country, indicates the automobile and non-automobile expenditures increased by nearly the same proportion. In contrast, automobile expenditures had declined by 6 per cent in 1952, the first decline to be registered since 1943, the result of lower average expenditures per visit for both the non-permit and customs permit travellers; a decline that was consistent for both types of traffic and distributed throughout the year. Non-automobile traffic on the other hand increased by 8 per cent in 1952 but the increase was not sufficient to offset a greater decrease in expenditures of automobile traffic. Expenditures by non-automobile travellers increased at a greater rate in 1953 to account for an overall gain of between 9 and 10 per cent or nearly 11 million for this type of traffic.

The total number of non-resident automobiles entering Canada during 1953 was 8.2 million, an increase of nearly 9 per cent over the previous year. The non-permit or local class increased by 8 per cent, while the gain in entries on customs permits amounted to 10 per cent. This is a reverse of the trend established in 1952 when the entries on customs permits increased under 3 per cent, and non-permit or local entries increased by 5 per cent. The increase in volume of traffic entering on customs permits, with higher average expenditures per car than the non-permit class, is reflected in the expenditures of automobile traffic where the increase amounted to slightly over 10 per cent. Expenditures of the customs permit automobile traffic increased at a rate slightly higher than the volume, indicating average expenditures somewhat above the 1952 figure.

#### STATEMENT 2. Average Declared Expenditure per Car of Non-Resident Motorists Travelling in Canada on Customs Permits, by Class of Permit, 1949-1953

Class of permit	1949	1950	1951	1952	1953
	\$	\$	\$	\$	\$
Commuter .....	296.07	311.90	288.16	320.25	301.23
Summer resident .....	384.42	299.11	345.66	322.36	315.79
Local .....	91.43	91.86	131.57	117.85	81.59
Other (See statement 3 for detail) .....	66.53	60.29	57.25	51.92	53.63

Statement 2 reveals that although the average expenditure of special classes (commuters, summer residents and locals) had declined in 1953 it was not sufficient to offset an increase in the "other class" due to the fact that the special classes account for less than 1 per cent of the volume. Expenditures of the special groups were \$4.6 million or slightly over 3 per cent of the expenditures of motorists travelling on customs permits in 1953, compared with nearly \$6 million or approximately 5 per cent of the expenditures of this type of traffic in 1952. In addition to a lower average rate of expenditure, the volume of the

special classes also declined in 1953. Average expenditures of the "other class" of permit holders advanced in 1953, with all provinces contributing to the increase with the exception of Ontario where lower averages were reported. When compared with the previous year average expenditures varied from a decline of \$2.17 per vehicle in Ontario to an increase of \$12.64 per car in Saskatchewan. Expenditures of the non-permit class increased by over \$3 million or 17 per cent in 1953, the result of an increase of 8 per cent in volume, and 13 per cent in average expenditure per vehicle.

#### STATEMENT 3. Average Declared Expenditure per Car of Non-Resident Motorists Travelling in Canada on Customs Permits<sup>1</sup> by Province of Exit 1949-1953

Province of Exit	1949	1950	1951	1952	1953
	\$	\$	\$	\$	\$
Atlantic Provinces .....	98.34	82.62	78.62	72.61	80.18
Quebec .....	66.52	62.52	59.87	55.07	57.05
Ontario .....	57.93	51.09	48.11	42.07	39.90
Manitoba .....	88.47	93.84	80.88	71.89	73.45
Saskatchewan .....	91.48	92.01	91.07	83.86	96.50
Alberta .....	134.44	143.57	126.53	114.31	116.23
British Columbia .....	84.35	80.38	84.91	84.11	93.29
Total (See table 1 for 1953 analysis) .....	66.53	60.29	57.25	51.92	53.63

1. Exclusive of commuters, summer residents and locals.

Bus traffic accounted for nearly half of the increase in expenditures of non-automobile traffic over the previous year. Expenditures of travellers by bus had increased year by year from a low of \$5 million in 1943 to a peak of \$24.4 million in 1949, declining in 1950 and 1951 to \$20.8 and \$17.7 million respectively. In 1952 the decline was replaced by a 2 per cent increase, and an increase of \$5 million in 1953 represents a gain of nearly 3 per cent. The increase in expenditures for this type of traffic can be credited solely to an increase in average expenditure per visit, the volume declining by over 5 per cent. A decrease in volume during the first three quarters of the year was replaced by a slight increase during the fourth quarter. Average expenditure per visit was consistently higher throughout each quarter to record an increase of approximately 25 per cent in the average for the year.

Expenditures of travellers arriving by airplane accounted for \$3 million of the increase in non-automobile traffic. Expenditures of airplane travellers had increased steadily year by year from a low of slightly over \$1 million in 1940 to a new record of nearly \$25 million in 1953, with the exception of 1948 and 1952 when minor declines were registered. The increase in expenditures for this type of traffic can be attributed to an increase of 15 per cent in the number of arrivals, the gain in volume appearing in each quarter of the year. Declines in the average declared expenditure during the second and fourth quarters were sufficient to more than offset higher rates in

the first and third quarters, leaving the average for the year slightly less than in 1952.

Expenditures of travellers arriving by boat remained unchanged from the previous year although the number of arrivals increased by over 7 per cent. Lower average expenditures per visit were sufficient to offset the increase in volume leaving the aggregate for the year unchanged from 1952.

After a temporary revival in 1952 expenditures of travellers by rail declined by \$2 million in 1953 to a figure only slightly higher than in 1951. Higher average expenditures in each of the four quarters of the year were not sufficient to counter a decline of over 8 per cent in the volume of this type of traffic, the decrease in volume being registered in each of the four quarters of the year.

Travellers from the United States not included in the classifications referred to above are grouped for convenience into a residuary classification called "Other Travellers". This group includes persons proceeding on foot and by ferry, taxi, motorcycle, bicycle and local bus. Expenditures for this group of travellers increased by nearly \$5 million in the past year, the gain in expenditures being due to a greater number of entries. Included in the expenditures of this classification are passenger fares earned by Canadian companies carrying residents of the United States overseas.

### Analysis of United States Motor Traffic to Canada by State of Origin

Common interests and closer ties existing between border communities is reflected in an analysis of the origin of automobile traffic entering Canada. Practically all of the non-permit cars and approximately 79 per cent of the automobiles entering on customs permits originate in the states forming the northern boundary of the United States. The border states supplemented by Oregon and California on the Pacific Coast, Massachusetts, Rhode Island, Connecticut and New Jersey on the Atlantic Seaboard normally account for 92 per cent of the cars entering Canada on customs permits. Although distance and time available are determining factors in automobile touring, their importance has gradually diminished due to faster cars, better roads and an extension of holiday practices in the United States. Automobile registrations in the United States totalled 46,289,129 in 1943, of which 2,465,495 or slightly over 5 per cent entered Canada on customs permits, leaving a great tourist potential.

An analysis of the origin of automobile traffic to Canada can be simplified by grouping the states by different regions as shown in Table 5. The North-Eastern states comprising the area from Pennsylvania to Maine normally contribute nearly half of the automobiles travelling in Canada on customs permits.

While the number of cars originating in this group of states has gradually increased during the past five years, the proportion of the total entering Canada has declined from 48 per cent in 1949 to 45 per cent in 1953.

The volume of entries originating in the states bordering the Great Lakes has also increased during the past five years, but the proportion they represent of the total has remained fairly constant, namely around 31 per cent.

The North-Western border states of Minnesota, North Dakota and Montana furnish around 3 per cent of the number of automobiles entering Canada on customs permits, although they aggregate approximately 1,200 miles of the international boundary.

Traffic from the West Coast States of Washington, Oregon and California has continued to increase year by year, but the proportion they represent of the total has remained around 11 per cent.

The remainder of the states not specified in Table 5 comprise well over half of the states in the Union, but furnish 8 per cent of the cars entering on customs permits, although they are gradually becoming

ing more important as a tourist potential. During the past five years the volume of automobile traffic from the other states has increased 56 per cent compared with a 30 per cent increase in the number originating in the Great Lakes area and increases of 28 per cent, 27 per cent and 20 per cent respectively in the North-Western, West Coast and North-Eastern areas.

The importance of the different regions as a source of automobile expenditures is slightly different from their importance as a source of volume. In 1953 the North-Eastern and Great Lakes States contributed 71 per cent of the expenditures and 77 per cent of the volume, the same relationship as in 1952. The North-Western and West Coast States contributed 18 per cent of the expenditures and 14 per cent of the volume in 1953 indicating higher than average rates of expenditure for automobiles from this region. The remaining states not specified in Table 5 accounted for 11 per cent of the expenditures in 1953 although they represent only 8 per cent of the volume of this type of traffic. Table 6 reveals an average expenditure of \$87.34 per car for the states and other countries not specified, whereas the average rate of expenditure for each of the other regions is as follows: North-Eastern \$55.79; Great Lakes \$48.75; North-Western \$60.79 and the West Coast States \$70.88 per car.

A marked uniformity in the range of average expenditures from year to year is also illustrated in Table 6. With the exception of New Jersey, average expenditure rates from year to year for each of the states shown in Table 6 varied less than \$12 per visit during the five year period from 1949 to 1952. In contrast to New Jersey, the greatest variation in expenditures from year to year for the state of Washington amounted to \$2.58 during the same period. This high degree of stability reflects unchanging habits in travel behaviour by residents of each of the states.

The length of stay in Canada is another factor to be taken into consideration in analysing automobile traffic by state of origin. The average length of stay for cars (including commuters, summer residents and locals) originating in the North-Eastern States amounted to 6.05 days in 1953 and expenditures averaged \$9.22 per car per day. Average length of stay for cars originating in this area varied from 3.98 days for cars registered in Maine, to 7.46 days for cars from the state of New York. Average expenditure rates per car per day varied from \$3.29 for cars originating in Vermont to \$17.55 per day for cars registered in New Jersey.

Automobiles entering Canada from the states bordering the Great Lakes stayed an average of 4.82 days in 1953 and spent approximately \$10.11 per car per day. Average length of stay for cars from this area varied from 4.35 days for Michigan cars, to 6.05 days for cars registered in Ohio. Average expenditure rates per car per day varied from \$6.97 for cars from Michigan to \$16.68 for cars originating in Wisconsin.

Average length of stay and average expenditure per car per day were more uniform for states within

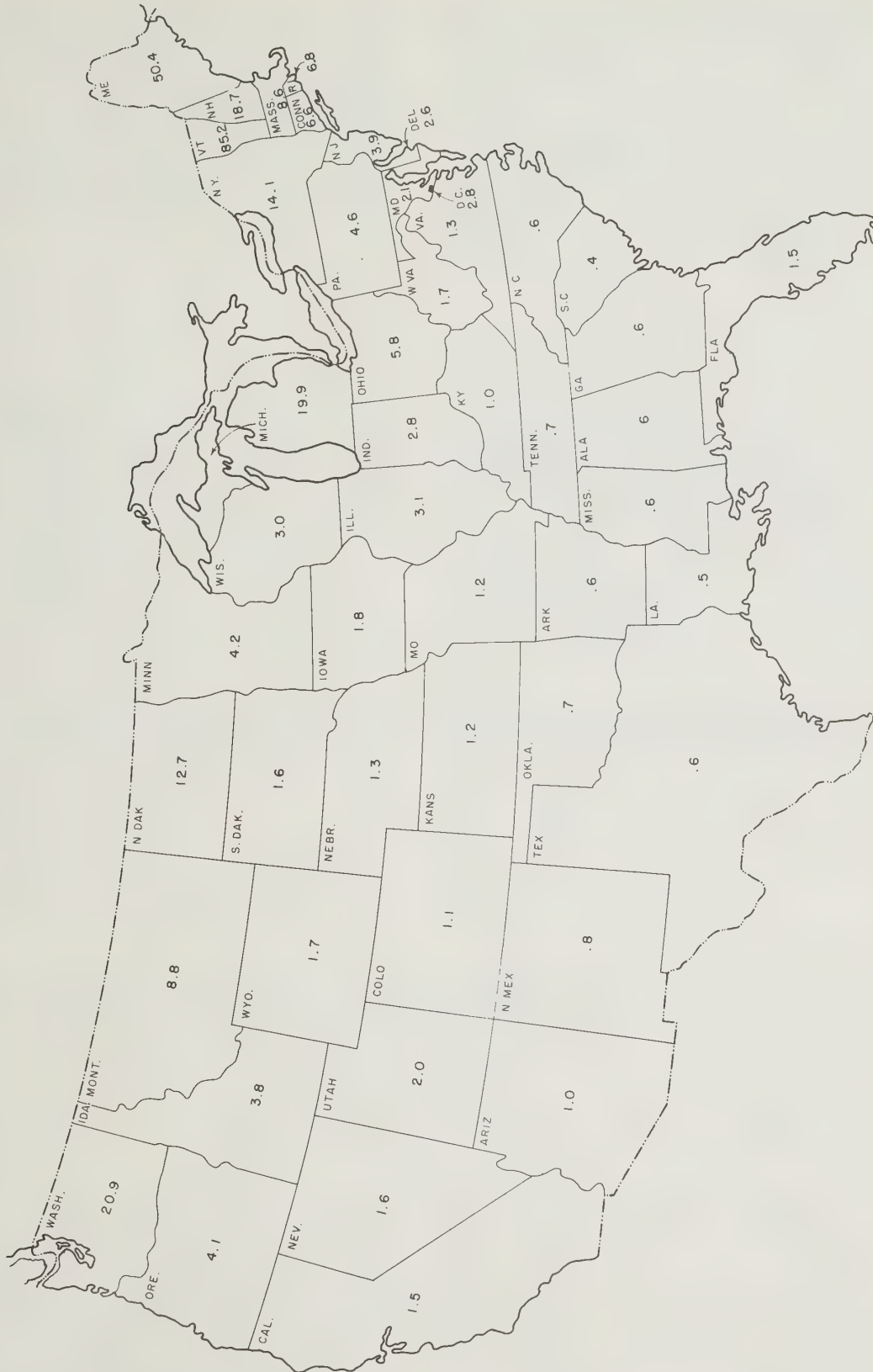
the North-Western group. Average length of stay for cars from this area amounted to 5.30 days in 1953 and average expenditure per car per day was \$11.47. The length of visit varied from 5.20 days for cars from Minnesota, to 5.42 days for cars originating in Montana. Average expenditure per car per day varied from \$8.84 for cars registered in North Dakota to \$12.82 for cars from Minnesota.

The average length of stay for cars originating in the West-Coast states of California, Oregon and Washington amounted to 5.00 days in 1953 and expenditures were \$14.19 per car per day. The length of visit varied from 4.02 days for cars from the state of Washington, to 7.07 days for cars registered in California. Average expenditure per car per day was fairly uniform varying from \$13.37 per day for cars from Washington to \$16.80 per day for cars from Oregon. It will be noted that although the average expenditure per car is higher for vehicles registered in California; on a per day basis the average is higher for cars originating in Oregon. Cars originating in the states not specified above stayed an average of 6.84 days in Canada and spent \$12.40 per car per day. Further details on average expenditures per car per day for states not included in the above appear in Table 7.

Table 3 classifies all automobiles travelling on customs permits in Canada in 1953 according to province of entry and state or country of origin. In Table 4 similar information appears, but it is limited to visits lasting over 48 hours and excludes commuters, summer residents and locals. The special classes referred to, however, represent less than 1 per cent of the total and should have little effect on a comparison of the two tables. As the number of visits in Table 4 amounted to 43 per cent of the number recorded in Table 3, it will be noted that only this percentage of the number arriving on customs permits remained in Canada over 48 hours. This relationship between long and short-term visits has been constant in the aggregate during the past three years, with minor changes appearing in some of the provinces. In 1953 the proportion of long-term visits increased in New Brunswick and Alberta, and decreased in Ontario and British Columbia.

The relationship between short-term visits and visits lasting over two days is not uniform for all states. Approximately 66 per cent of the cars entering from Oregon remain more than 48 hours in Canada, followed by the Dist. of Columbia with 63 per cent long-term cars, Iowa, Massachusetts and Rhode Island with 62 per cent. Only 13 per cent of the cars originating in Vermont spend over 48 hours in Canada while the corresponding percentages for Maine and Michigan were 25 and 27 respectively. Table 4 shows that although over 50 per cent of the states have a higher proportion of their visits in the long-term category, some of the larger states have a high percentage of short-term traffic. A significant revelation from this analysis is that although the states of Michigan and New York normally contribute around 40 per cent of the number of automobiles travelling on customs permits in Canada, the proportion of short-term traffic is relatively high.

NON-RESIDENT AUTOMOBILES TRAVELLING ON CUSTOMS PERMITS IN CANADA  
AS PERCENTAGE OF PASSENGER CAR REGISTRATIONS, 1953



TOTAL STATES 5.3

Although the states of Michigan and New York normally contribute around 40 per cent of the cars travelling in Canada on customs permits, or over 900,000 vehicles in 1953, it must be borne in mind that the number of automobile registrations for Michigan and New York in the same year amounted to over 6,000,000. In Map 1 the number of cars travelling on customs permits in Canada is given as a percentage of the number of automobiles registered in the state. From this point of view Michigan and New York are no longer at the top of the list but rank fourth and sixth respectively, following Vermont, Maine and Washington. The states with the highest

proportion of visits to registrations are principally on the border, but Massachusetts, Rhode Island and Connecticut have high ratings although they are probably 150 miles from the boundary. The border states with the lowest proportion of entries to registrations are Wisconsin, Idaho and Minnesota, although Pennsylvania and Ohio have a low proportion of registrations visiting Canada. Normally the border states with a low percentage of registrations travelling in Canada, have a high proportion of long-term traffic and consequently fairly high average expenditures.

### Analysis of United States Motor Traffic to Canada by Ports of Entry and Exit

Although no direct record is kept of the movements of American automobiles within Canada, the ports of entry into Canada and exit from Canada are known for all motorists travelling on customs permits. An examination of a sufficient number of customs permits, according to port of entry and corresponding port of exit, discloses some of the routes within Canada which attract the greatest number of American motorists. For such a study, an analysis is made each year of the four months from June through September, as it includes the principal tour-

ing season, the period during which most of the pleasure travel to Canada is concentrated. The analysis, however, understates the total volume of travel between the different provinces and between different border regions in Ontario to the extent that cars enter and leave by the same province after visiting other provinces, or enter and leave by the same region in Ontario after visiting other regions within the province. For this reason the figures should be considered as minimum data on interprovincial and interregional travel.

### STATEMENT 4: Selected Routes Within Ontario Followed by Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada During the Four Months June to September 1950-1953

Route	Number of cars				Percentage of entries via all ports in Ontario			
	1950	1951	1952	1953	1950	1951	1952	1953
Between: St. Clair, Detroit River Ports and Fort Erie, Niagara Falls.....	238,206	268,861	268,927	298,995	27.5	27.8	27.8	27.9
Fort Erie, Niagara Falls and St. Lawrence River Ports in Ontario.....	30,291	35,046	36,270	39,823	3.5	3.6	3.7	3.7
St. Lawrence River Ports in Ontario and Province of Quebec.....	25,714	28,306	28,595	29,025	3.0	2.9	3.0	2.7
St. Clair, Detroit River Ports and St. Lawrence River Ports in Ontario.....	9,421	10,012	10,354	11,787	1.1	1.0	1.1	1.1
Sault Ste Marie and St. Clair, Detroit River Ports.....	6,906	8,583	8,374	10,369	0.8	0.9	0.9	1.0
Sault Ste Marie and Fort Erie, Niagara Falls.....	5,420	6,827	7,782	8,558	0.6	0.7	0.8	0.8
<b>Total of above .....</b>	<b>315,958</b>	<b>357,635</b>	<b>360,302</b>	<b>398,557</b>	<b>36.4</b>	<b>37.0</b>	<b>37.2</b>	<b>37.2</b>

1. Exclusive of commuters, summer residents and locals.

Well defined preferences appear on the part of American motorists regarding the direction in which motor tours through Canada should be taken. During the four-month period under analysis in 1953, a total of 4,442 cars entered Canada through ports in the Maritimes and returned to the United States through ports in Quebec, whereas 7,462 vehicles entered Canada through ports in Quebec and returned to the United States through ports in the Maritimes. Similarly 2,824 entered through ports in the Maritimes and returned through ports in Ontario as against 5,395 travelling in the opposite direction. The same preference appears to exist between Ontario and Quebec as 51,366 entered through ports in Ontario and returned through ports in Quebec, whereas 35,835 entered through ports in Quebec and returned through ports in Ontario. Examination of the traffic between Ontario and Manitoba shows that 5,218 cars returned to the United States through ports in Manitoba after entering through Ontario as against 4,535 travelling in the opposite direction. The proximity of Ontario border points to large centres of population in the United States seems to be responsible for the preference, and Americans planning pleasure tours to Canada are likely to take the most direct route to the border. Similar preferences appear to exist with respect to the direction in which the more popular tours in Ontario are taken.

Table 2 shows that nearly half a million automobiles left Canada during June to September after having entered through Fort Erie and Niagara Falls. Of this number close to 300,000 or 60 per cent returned to the United States by way of Fort Erie and Niagara Falls and 143,599 returned through the St. Clair-Detroit River ports; of which a high proportion are likely to be intransit, as over 50 per cent remain less than one day in Canada.

Traffic in the opposite direction was next in importance for the four summer months. During this period a total of 382,985 cars returned to the United

States after having entered Canada through the St. Clair-Detroit River ports. Of this number 201,718 returned via the same group of ports and 155,396 via Fort Erie-Niagara Falls, again showing the importance of intransit traffic.

The route between Fort Erie-Niagara Falls and the St. Lawrence River ports has always been a popular itinerary with American motorists, involving as it does a trip north of Lake Ontario, and perhaps a visit to Ontario's largest city or some of the tourist resorts in Central Ontario. Automobiles using this route for entry and exit during the four-month period amounted to 39,823 in both directions. It is of interest to note that 64 per cent of the traffic over this route is classified in the three days and over group, indicating that it may be of more importance as a source of travel receipts to the province than the volume would indicate.

The route between the various ports of entry along the border in Quebec and the St. Lawrence River border ports has also been popular with American travellers. Motorists using this route during the four-month period in 1953 numbered 29,025.

A comparison of the number of automobiles travelling in both directions over the six most popular routes within Ontario appears in Statement 4. The statement shows the number of permit-holding cars, exclusive of commuters, summer residents and locals, which followed these routes during the four-month period June through September for the years 1950-1953. The volume of traffic over each route is given as a percentage of the total number of cars to enter the province through all ports of entry. It will be noted that 37 per cent of the total traffic to enter Ontario during the four-month period, followed the routes given in Statement 4. The fact that approximately 60 per cent of the foreign automobiles entering Canada on customs permits during 1953, entered through ports in Ontario, conveys still further the importance of the six popular routes.

**STATEMENT 5. Minimum Inter-Provincial Travel of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada During the Four Months June to September 1950-1953**

Province of Entry	American cars leaving Canada by a Province Other than that of Entry				Percentage of all cars leaving Province			
	1950	1951	1952	1953	1950	1951	1952	1953
Atlantic Provinces.....	6,466	6,334	6,872	7,266	7.3	6.7	7.1	7.5
Quebec.....	35,536	37,979	38,068	41,501	14.9	14.8	15.0	16.1
Ontario.....	52,991	57,618	57,067	62,734	6.1	6.0	5.9	5.9
Manitoba.....	3,716	5,047	5,622	5,713	19.2	21.2	21.8	22.0
Saskatchewan.....	1,354	1,502	1,798	2,057	11.8	12.4	13.6	15.4
Alberta.....	10,629	12,179	14,680	16,052	36.7	40.1	43.2	45.5
British Columbia.....	8,652	9,816	8,714	10,899	6.2	6.3	5.4	6.5
<b>Total .....</b>	<b>119,344</b>	<b>130,475</b>	<b>132,821</b>	<b>146,222</b>	<b>8.6</b>	<b>8.5</b>	<b>8.5</b>	<b>8.7</b>

1. Exclusive of commuters, summer residents and locals.

In Statement 5 the number of permit-holding cars leaving Canada by a province other than that of entry is expressed as a percentage of the total for each province. It must be borne in mind, however, that these figures do not represent the total volume of non-resident traffic crossing provincial boundaries, as they are exclusive of vehicles leaving by the province of entry after having visited another province or provinces. From Statement 5 it will be seen that the portion of the traffic leaving Canada by a

province other than that of entry increased during the past year. All provinces shared in the increase with the exception of Ontario where the portion leaving by a province other than that of entry remained the same; the lowest for any of the provinces. Compared with the other provinces, Alberta has a high percentage of automobile traffic leaving by other provinces and has shown a steady increase in this type of traffic during the past four years.

### Intransit Automobile Traffic

An important feature of foreign automobile traffic in Canada is the volume of American cars that cross Southern Ontario as a shorter route between centres in the United States. Residents in cities like Buffalo and Detroit can save at least 100 miles by taking a short cut across Southern Ontario. Expenditures in Canada by the intransit travellers is very limited in comparison to the volume, but their passing through Canada may well serve as a medium of advertising and create a desire for a return trip, when they have more time at their disposal.

Although an exact division between intransit motorists and others is impossible, an analysis of motor traffic proceeding between the St. Clair-Detroit River Ports and Fort Erie-Niagara Falls in the summer months suggests a high proportion of it is intransit. Table 2 shows that in the four months from June through September 1953, approximately 87 per cent of American motorists made the trip in less than 48

hours, leaving only 13 per cent in Canada for three days or over. By way of comparison the route between Fort Erie-Niagara Falls and the St. Lawrence River Ports in Ontario shows that only 36 per cent made the trip in less than 48 hours, leaving 64 per cent of the traffic over this route in Canada three days or over. The high percentage of apparently intransit traffic over a route carrying such a heavy volume of traffic is a decisive factor in lowering the average expenditure per car for the province.

Statement 6 shows that the steady increase in the proportion of intransit traffic through the province of Ontario appears to have been checked in 1953. During the past year automobiles travelling intransit through Southern Ontario remained at the 1952 level, namely 26.1 per cent of the total number entering the province, although this type of traffic had increased steadily year by year from 20.5 per cent in 1946.

**STATEMENT 6. Number of Non-Resident One and Two-Day Automobiles Travelling on Customs Permits<sup>1</sup> Intransit Between Selected Border Points in Ontario, 1949-1953**

Border points	1949	1950	1951	1952	1953
Fort Erie—Windsor .....	97,383	115,297	121,358	115,246	126,079
Niagara Falls—Windsor .....	83,866	92,148	102,816	110,061	123,225
Fort Erie—Sarnia .....	26,168	31,384	35,129	36,323	39,384
Niagara Falls—Sarnia .....	59,054	61,019	71,935	80,979	97,589
<b>Total of above .....</b>	<b>266,471</b>	<b>299,848</b>	<b>331,238</b>	<b>342,609</b>	<b>386,277</b>
<b>Total number of Cars<sup>1</sup> entering Ontario irrespective of length of visit .....</b>	<b>1,148,436</b>	<b>1,184,577</b>	<b>1,291,475</b>	<b>1,312,231</b>	<b>1,481,801</b>
Intransit traffic as percentage of total traffic .....	23.2	25.3	25.6	26.1	26.1

1. Exclusive of commuters, summer residents and locals.

## Receipts from United States Travellers by Province of Entry

Insufficient information on the movements of American travellers within Canada makes it impossible to give an accurate breakdown of receipts according to the province in which expenditures are made. Information available on customs permits make it possible to ascertain the number of such motorists leaving Canada by a province other than that of entry, but there is no way of determining what part of the expenditure is in the province of entry and what part is in the province of exit.

Statement 5 reveals for example that 45 per cent of the cars entering Canada on customs permits through ports in Alberta, leave Canada through ports in other provinces, whereas only 6 per cent of the cars entering through ports in Ontario leave through ports in other provinces. It is quite possible, however, for many of the motorists to have visited, or probably spent most of their vacation in other provinces, returning to the United States through ports within the province of entry. Regarding other types of transportation there is less information available on inter-provincial travel although in some instances

persons entering certain provinces by rail are destined to points beyond the province of entry.

Data appearing in Statement 7 are not intended to accurately measure expenditures within the province concerned. All estimates are based on province of entry only, and make no allowance for Americans travelling from one province to another after they have entered Canada. To facilitate comparison between annual data, the distribution is presented in the form of percentages of the total expenditures each year. The statement shows that the provinces generally remained in the same order of importance from year to year. In comparing 1953 with the previous year it will be noted that the expenditures by travellers entering the Atlantic Provinces, Quebec, Ontario and Saskatchewan increased their share of the total, while expenditures of entries into the remaining provinces accounted for a smaller portion. Prior to 1953 the provinces of Alberta and British Columbia had been steadily improving their position from year to year.

**STATEMENT 7. Distribution of United States Travel Expenditures in Canada by Province of Entry, 1949-1953**

Province of entry	Percentage of total				
	1949	1950	1951	1952	1953 <sup>2</sup>
Atlantic Provinces <sup>1</sup> .....	7.0	8.7	8.6	7.8	8.1
Quebec .....	18.8	19.8	19.1	18.5	18.6
Ontario .....	56.1	50.4	49.8	50.6	51.5
Manitoba .....	2.7	2.9	2.4	2.6	2.5
Saskatchewan .....	1.4	1.4	1.5	1.7	1.8
Alberta .....	2.6	3.3	3.3	3.5	2.9
British Columbia .....	11.4	13.5	15.3	15.5	14.6
<b>Total</b> .....	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

1. Entering mainly through ports in New Brunswick.

2. Subject to revision.

### Receipts of United States Travellers in Canada During 1953, Classified by Length of Stay in Canada

The total number of entries into Canada by residents of the United States in 1953 amounted to over 28 million. Many types of travellers were represented in this figure, ranging from residents of border communities who may enter Canada many times during the year for visits of short duration, to others who may stay for weeks or months. Short-term visits are numerous particularly in the Windsor-Detroit area and the St. Stephen-Calais region where close social and economic relationships exist. In many communities close to the border an interdependence with the neighboring locality on the other side of the border

exists, resulting in heavy local traffic between Canadian and American centres, most of which is of a short-term nature. Short-term visits amount to approximately 85 per cent of the volume but their low average expenditure is responsible for diminishing their importance as a source of receipts from travel. In 1953 they contributed only 21 per cent of the expenditures of United States travellers in Canada. Expenditures of the short-term travellers, however, held a more important role in the aggregate than in the previous year, when they comprised less than 20 per cent of the total.

## STATEMENT 8. Expenditures of United States Travellers in Canada by Length of Stay, 1953

Mode of travel	Number of persons	% of grand total	Expenditures <sup>1</sup>	% of grand total
Short term traffic:				
Automobile:				
Non-permit or local traffic.....	9,556,978	34.10	21,890,976	7.76
Customs permit holders:				
Commuters.....	6,986	0.03	898,215	0.32
Locals.....	9,755	0.03	355,077	0.12
Repeat trips.....	2,520,216	8.99	—	—
Other				
1 day's stay.....	2,731,651	9.75	6,604,116	2.34
2 days' stay.....	1,563,837	5.58	10,603,035	3.76
Rail, intransit.....	575,536	2.05	—	—
Bus, intransit.....	67,219	0.24	201,657	0.07
Airplane, intransit.....	7,414	0.03	22,242	0.01
Other travellers (pedestrians, local bus, etc.).....	6,714,369	23.96	19,302,264	6.84
<b>Total.....</b>	<b>23,753,961</b>	<b>84.76</b>	<b>59,877,582</b>	<b>21.22</b>
Long term traffic:				
Automobile:				
Customs permit holders:				
Summer Residents.....	24,040	0.09	3,383,175	1.20
Other				
More than two days' stay.....	2,979,781	10.63	113,140,150	40.09
Rail.....	450,573	1.61	43,885,774	15.55
Bus.....	284,986	1.02	22,858,314	8.10
Airplane.....	206,001	0.73	24,864,864	8.81
Boat.....	325,404	1.16	14,187,401	5.03
<b>Total.....</b>	<b>4,270,785</b>	<b>15.24</b>	<b>222,319,678</b>	<b>78.78</b>
<b>Grand Total.....</b>	<b>28,024,746</b>	<b>100.00</b>	<b>282,197,260</b>	<b>100.00</b>

## 1. Subject to revision.

In statement 8 visits of two days or less are grouped under one section as "Short-term traffic" and visits of longer duration are designated as "Long-term traffic". Approximately 15 per cent or over 4.3 million visits were of over 48 hours duration, an increase of 5 per cent in the number of long-term entries compared with 1952. Expenditures of this group increased by 8 per cent in 1953, but their importance in the aggregate declined slightly.

The pattern of American automobile travel in Canada in 1953 is given in Tables 1 and 1A which

analyse this type of traffic in considerable detail according to length of visit. A comparison with similar tables prepared in previous years indicates little change in the general behaviour. The average length of stay declined during the year although it remained slightly higher than in 1951. An examination of the average length of visit during the past seven years (excluding special groups such as summer residents and commuters, etc.) reveals the following:

Year	Average length of visit in days
1947.....	5.39
1948.....	5.28
1949.....	4.99
1950.....	4.80
1951.....	4.51
1952.....	4.62
1953.....	4.58

The continued drop in average length of visit amounting to 16 per cent between 1947 and 1951 had been checked temporarily in 1952 by a drop of nearly 1 per cent in the portion of automobiles remaining one day in Canada. During 1952 the other groups made up a greater part of the total than in the previous year with the exception of those staying 8 to 15 days. This had the effect of reviving the average length of stay from 4.51 to 4.62 days per visit. In 1953 automobile traffic reverted somewhat to the previous trend toward a shorter length of visit. A

higher portion of the traffic in the one and two day classes, together with a smaller portion in the other groups specified below, had the effect of lowering the average length of stay from 4.62 to 4.58 days per visit. In addition to this factor, the average length of visit for the groups staying fifteen days and over declined slightly. A summary on length of stay as recorded in Table 1, in comparison with the previous year appears hereunder:

Length of stay (Days)	Average length of stay		Per cent of total entries	
	1952	1953	1952	1953
1 .....	1	1	34.8	35.1
2 .....	2	2	21.4	21.8
3-7 .....	4.3	4.3	30.6	30.1
8-14 .....	9.9	9.9	9.2	9.1
15 and over .....	41.0	40.9	4.0	3.9
	<b>4.62</b>	<b>4.58</b>	<b>100.0</b>	<b>100.0</b>

An examination of Table 1 indicates higher average expenditures per car per day for nearly all lengths of stay. Although the groups for thirty days and over are not on a strictly comparable basis with the previous year, part of the information appears in Statement 9 in condensed form. Statement 9 reveals that the two day class was the only group to record a decline in average expenditure per car per day when compared with the previous year. Although the

average expenditure per car per day for all groups advanced from \$11.23 in 1952 to \$11.42 in 1953 the greatest percentage increase occurred in the group remaining fifteen days or over. From data given in Statement 9 it would appear that the trend which developed in average expenditure per car per day was more encouraging in 1953 than the experience of the previous year.

**STATEMENT 9. Average Expenditures of Non-Resident Motorists Travelling in Canada on Customs Permits<sup>1</sup> Classified by Length of Visit, 1951-1953**

Length of stay (Days)	Percent of total expenditures			Average expenditure per car per day			Per cent change in average exp. per car per day in 1953
	1951	1952	1953	1951	1952	1953	
	%	%	%	\$	\$	\$	%
1 .....	4.9	5.0	5.1	7.83	7.53	7.55	+0.3
2 .....	7.7	8.0	7.8	10.51	9.68	9.41	-2.8
3-7 .....	42.5	42.1	41.9	18.90	16.74	17.03	+1.7
8-14 .....	27.0	26.3	26.4	16.63	14.91	15.31	+2.7
15 and over .....	17.9	18.6	18.8	6.72	5.92	6.13	+3.5
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>12.67</b>	<b>11.23</b>	<b>11.42</b>	<b>+1.7</b>

1. Exclusive of commuters, summer residents and locals.

Statement 9 also reveals the importance of each group from an expenditure viewpoint. Expenditures of the one-day group comprised a greater part of the total than in the previous year, the result of a greater percent of the total volume and slightly higher average expenditures per day. Expenditures of the two-day class declined in importance in 1953, the result of lower average expenditures per car per day; the volume of this group having advanced in importance during the year. Expenditures of the group staying from three to seven days inclusive declined in importance during the year. This decline can be attributed to a decrease in the volume as average expenditures per day advanced nearly 2 per cent. Expenditures of the group remaining eight to 14 days inclusive formed a greater percentage of the total in 1953, the result of a greater portion of the volume,

and an increase in expenditure rates per day of nearly 3 per cent. Expenditures of the group remaining fifteen days and over also constitutes a greater part of the total in 1953 due entirely to an increase of between 3 and 4 per cent in average expenditure rates per day. A lower percentage of the total cars fell in this group during 1953.

Summarizing Table 1 we find that nearly 2.5 million American cars carrying over 7 million persons travelled in Canada on customs permits during 1953. They spent over \$128 million and stayed an average of 4.58 days. The average number of persons per car was 2.96 and the average length of stay per person amounted to 4.19 days. Cars with a short duration of stay normally carry the highest average number of persons per car.

### Distribution of Travel Expenditures by Residents of the United States- in Foreign Countries

Residents of the United States spent more on travel outside their own country in 1953 than any previous year according to the United States Department of Commerce. Expenditures on travel outside the United States surpassed the previous record established in 1952 by approximately 10 per cent. For the first time in over twenty years Canada received a smaller portion of United States travel expenditures in other countries than Europe and the Mediterranean area. In 1953 European and Mediterranean countries received 33 per cent of all expenditures on travel in other countries by residents of the United States, 32 per cent went to Canada, 21 per cent to Mexico, 9 per cent to the West Indies and Central America and 5 per cent to other countries.

In the decade from 1920 to 1929 European and Mediterranean countries received a greater proportion of United States expenditures on travel than Canada, but the margin became progressively smaller. During this period the automobile was rapidly becoming a more important means of transportation and better highways were being developed to accommodate the increase in automobile traffic. Accompanying the development of automobile transportation in the United States was a pronounced increase in expenditures on travel in other countries, the greater part of which came to Canada. In 1920 Canada received 27 per cent of United States expenditures in other countries compared with 54 per cent to Europe and the Mediterranean area. By 1929 Canada was receiving 37 per cent as against 44 per cent for European and Mediterranean countries. During the depression American expenditures in other countries fell by 60 per cent in the period from 1929 to 1933, but the decline in travel to Europe was greater than to Canada and in 1931 Canada received a share slightly larger than that of Europe. From 1933 to 1937 foreign travel by residents of the United States made a rapid recovery, particularly to Canada. Assisted by a co-ordinated programme of travel promotion, Canada's lead increased during this period to

a point where her share was 45 per cent of the total as against 28 per cent for Europe.

From 1937 to 1942, expenditures in foreign countries by residents of the United States experienced another decline, accelerated as it was by the early years of the war when pleasure travel across the Atlantic came to a virtual standstill. During this period Canada improved her position still further until her share of the total amounted to 51 per cent in 1939. In 1942 when American travel expenditures in foreign countries were at the lowest level for many years, Canada was receiving 46 per cent of the total as against 3 per cent for Europe and the Mediterranean. Beginning in 1943 American expenditures in foreign countries again experienced a rapid recovery until in 1953 they were nearly six times the 1942 figure. During the ten year period ending in 1953 Canada's share of American expenditures declined from 47 per cent to 32 per cent, whereas the proportion to Europe climbed from 7 per cent to 33 per cent. In the same period the portion going to Mexico declined from 35 per cent in 1944 to 21 per cent in 1953, although Mexico has improved her position in the last half of the period. From this it follows that the improvement made by Europe and the Mediterranean countries in their position as recipients of United States expenditures on travel during the post war years, was largely at the expense of Mexico, and Canada in particular, although expenditures of Canada have increased.

Internal travel in the United States is another related factor of major significance. While comparable statistics in this field are not available, there are clear signs of rising expenditures on travel within the United States. The growth in this sphere indicates that expenditures by Americans on travel in Canada have not kept pace with expenditures on vacations and travel in the United States in recent years.

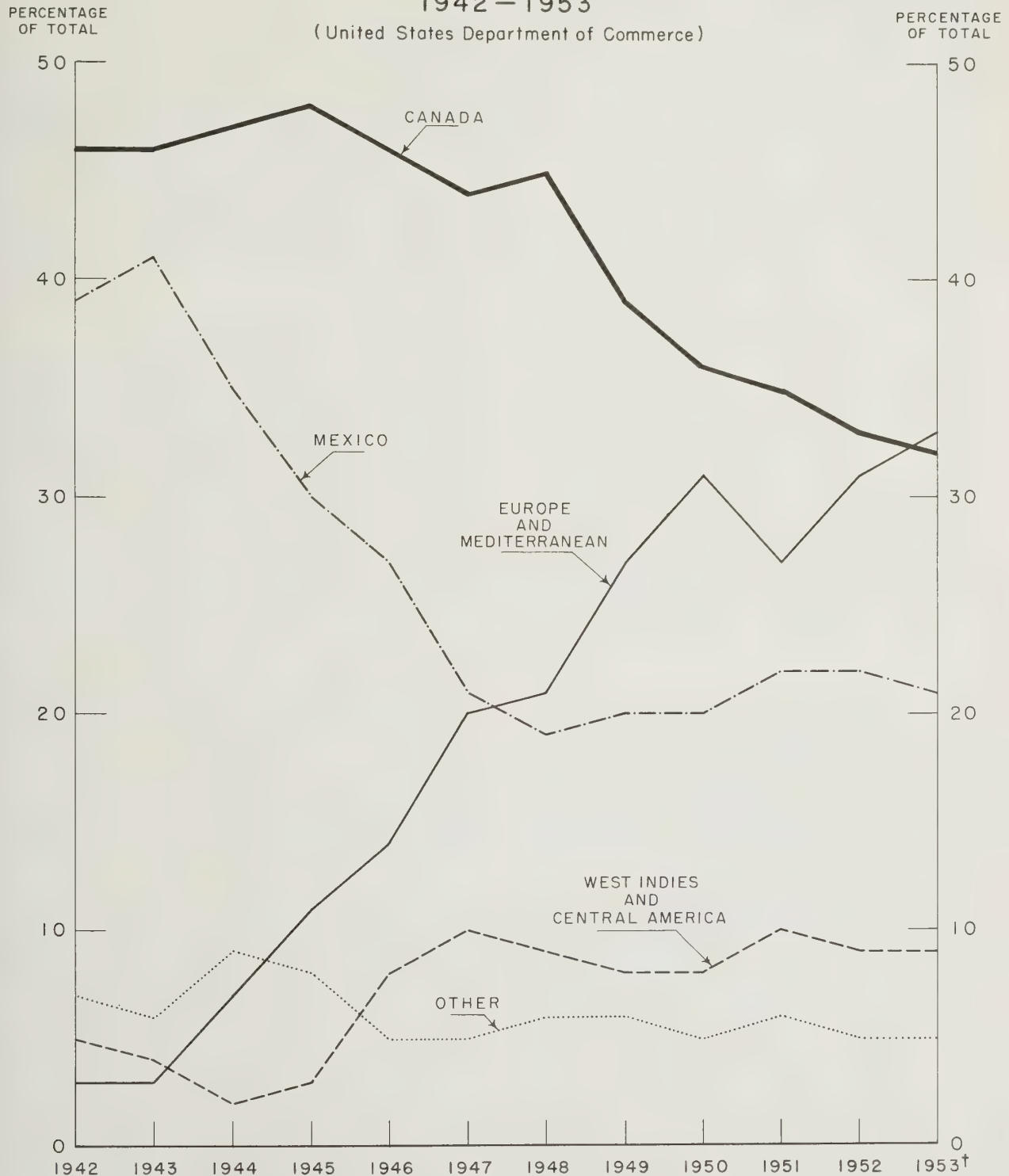
### Canadian Travellers in the United States

Canadian travel to the United States reached an all-time record in 1953, when 23.3 million re-entries into Canada were reported by immigration officials. This constitutes an increase of over 8 per cent over the previous year or nearly 2 million additional re-entries. In 1952 the increase over the previous year amounted to nearly 16 per cent or close to 3 million re-entries. Approximately 65 per cent of the increase in 1953 occurred in the automobile traffic where the number of persons re-entering by this means of transportation amounted to 1.2 million. The remainder of the increase (35 per cent) amounting to 0.6 million re-entries were by other means of transportation.

Expenditures by residents of Canada in the United States also reached a new record in 1953, but the rate of increase over 1952 was more moderate than in the previous year, and also more moderate than the rate of increase in volume would indicate. Expenditures by residents of Canada in the United States are estimated at \$307 million, an increase of nearly 5 per cent, or over \$13 million higher than the previous year. Compared with an increase of \$25 million in our receipts from residents of the United States travelling in Canada, the change in trend had the effect of reducing the debit balance in our account with the United States from \$37 million in 1952 to \$25 million in 1953.

# DISTRIBUTION OF TRAVEL EXPENDITURES\* IN FOREIGN COUNTRIES BY RESIDENTS OF THE UNITED STATES 1942-1953

(United States Department of Commerce)



\* EXPENDITURES ARE EXCLUSIVE OF PAYMENTS TO OVERSEAS COUNTRIES FOR TRANSPORTATION TO AND FROM THE UNITED STATES

† DATA FOR 1953 ARE SUBJECT TO REVISION

**STATEMENT 10. Expenditures of Canadian Travellers in the United States  
by Length of Stay, 1953**

Mode of travel	Number of persons	% of grand total	Expenditures <sup>1</sup>	% of grand total
Short term traffic:				
Motorists:				
One day .....	11,267,753	48.33	16,654,476	5.42
Two days .....	927,167	3.98	31,838,766	10.36
Rail intransit .....	7,692	0.03	—	—
Other travellers (pedestrians, local bus, etc.) .....	8,349,145	35.82	21,795,182	7.09
<b>Total</b> .....	<b>20,551,757</b>	<b>88.16</b>	<b>70,288,424</b>	<b>22.87</b>
Long term traffic:				
Motorists—more than two days .....	1,389,432	5.96	84,441,744	27.48
Rail .....	504,831	2.17	61,623,478	20.05
Through Bus .....	538,222	2.31	45,924,020	14.95
Airplane .....	200,456	0.86	39,898,525	12.98
Boat .....	127,144	0.54	5,114,764	1.67
<b>Total</b> .....	<b>2,760,085</b>	<b>11.84</b>	<b>237,002,531</b>	<b>77.13</b>
<b>Grand total</b> .....	<b>23,311,842</b>	<b>100.00</b>	<b>307,290,955</b>	<b>100.00</b>

1. Subject to revision.

Although the number of visits to Canada by residents of the United States exceeded visits of Canadians to the United States by nearly 5 million or over 20 per cent, expenditures by Canadians in the United States exceeded expenditures of Americans in Canada by \$25 million or approximately 9 per cent. It will be noted that in a corresponding comparison in 1952, visits by Americans to Canada exceeded return visits by residents of Canada by 22 per cent and Canadian expenditures in the United States were 14 per cent higher than American expenditures in Canada. From this it follows that average expenditures by Canadians in foreign countries are higher than non-resident expenditures in Canada. In 1953 the average rate per person for visits lasting longer than 48 hours was \$86 for Canadians visiting the United States, and \$52 for Americans visiting Canada, compared with \$88 and \$51 respectively in 1952. The difference is less pronounced in the short-term traffic. If the population of the two countries is taken into consideration, residents of Canada spent an average of \$20.79 per capita in the United States during 1953, and residents of the United States spent an average of \$1.77 per capita in Canada.

Most of the gain in expenditures by Canadians in the United States was in the short-term category accounting as it did for nearly 73 per cent or over \$10 million of the increase over 1952. Within the short-term group, expenditures of the two-day motorists accounted for 41 per cent of the increase, followed in order of importance by other travellers making up 34 per cent of the advance over 1952, and the one-day motorists 25 per cent. Shopping trips remaining close to the 48 hour period in the United States may have been responsible for a considerable portion of the gain in the two-day class. Purchases declared under the \$100 customs exemption were \$72 million in 1953, an increase of nearly \$6 million during the year. It is of interest to note that the advance in value of declared purchases made up 42 per cent of the total increase of Canadian travel expenditures in the United States in 1953, and 41 per cent of the increase in 1952 over 1951. Statement 11 reveals that close to 50 per cent of the expenditures declared under the \$100 customs exemption are for clothing. Statement 11 also shows that the pattern of expenditures for purchases of merchandise did not change materially during the three-year period of 1950 through 1952. A comparable breakdown on purchases by commodity for 1953 is not available.

**STATEMENT 11. Imports Under the \$100 Customs Exemption Declared by Canadian Travellers  
Returning From The United States, 1950-1952**

Type of Commodity	Declared value			Percentage of total declarations		
	1950	1951	1952	1950	1951	1952
	(\$ million)			%		
Clothing .....	15.5	21.7	30.9	47.4	46.4	46.6
Furniture and household appliances .....	4.2	6.2	8.6	12.8	13.3	13.0
Boots and shoes .....	2.8	3.9	5.2	8.6	8.3	7.8
Radio sets .....	1.3	1.6	2.3	4.0	3.4	3.5
Automobile accessories including tires and tubes	0.5	0.8	1.5	1.5	1.7	2.3
Other .....	8.4	12.6	17.8	25.7	26.9	26.8
<b>Total .....</b>	<b>32.7</b>	<b>46.8</b>	<b>66.3</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Canadian Expenditures in the United States by Types of Transportation**

The total number of re-entries of Canadian automobiles into Canada from the United States during 1953 amounted to 4.6 million, an increase of 10 per cent over 1952. Expenditures of Canadian motorists increased by 12 per cent or approximately \$14 million. Most of the additional expenditure occurred in the three day and over category, where the rate of increase in volume was over 12 per cent compared with a 10 per cent increase in expenditures amounting to nearly \$8 million. A greater proportion of the automobile traffic was recorded in the long-term group in 1953, but the average expenditure per vehicle declined. Expenditures in the one and two day classes show a greater rate of gain than the increase in volume. Average expenditures per car were higher in the one and two day classes and lower in the three days and over class.

Comparing Canadian automobile traffic with the cars entering Canada from the United States on customs permits, we find that the percentage distribution on length of stay for Canadian cars was as follows:

one day 83.6 per cent; two days 6.6 per cent and three days and over 9.8 per cent. The corresponding breakdown for American cars entering Canada on customs permits was 35.1 per cent in the one day class, 21.8 per cent in the two day class and 43.1 per cent in the three days and over category. A more suitable comparison can be made if the non-permit and customs permit automobiles (including special classes) are treated as a unit. A comparison on this basis reveals that 13.3 per cent of the American automobiles remain in Canada three days or over in comparison to 9.8 per cent of the Canadian automobiles with a similar length of stay in the United States.

Expenditures of Canadians returning by rail declined by over \$13 million or 18 per cent during the year. The decrease in expenditures for this type of traffic can be traced to a combination of three factors, namely: a decrease of nearly 8 per cent in the number of persons returning, a decline of 10 per cent in the average length of stay, and a decline of over 11 per cent in average expenditure.

**STATEMENT 12. Expenditures of Canadian Travellers in the United States by Types of Transportation Used to Re-Enter Canada, 1949-1953**

Type of transportation	1949	1950	1951	1952	1953 <sup>1</sup>
	(\$ Million)				
Automobile .....	52.9	67.3	93.9	118.5	133.0
Train .....	46.2	47.0	58.2	75.2	61.6
Boat .....	4.6	3.5	3.9	3.8	5.1
Bus (Exclusive of local bus) .....	33.1	42.0	48.8	51.6	45.9
Airplane .....	9.7	13.8	22.1	26.1	39.9
Other (pedestrians, local bus, etc.) .....	18.4	19.1	19.0	18.4	21.8
<b>Total .....</b>	<b>164.9</b>	<b>192.7</b>	<b>245.9</b>	<b>293.6</b>	<b>307.3</b>

1. Subject to revision.

Expenditures of Canadians returning by bus were also lower in 1953 by nearly \$6 million. This is the first decline to be recorded for this type of traffic since 1948 when exchange restrictions on travel and purchases were responsible for a decrease in bus expenditures. The lower figure in 1953 can be traced to a decline of between 8 and 9 per cent in the number of persons returning, accompanied by lower average expenditures of nearly 3 per cent. The average length of stay reported by bus passengers in 1953 was somewhat higher than the previous year.

Canadians returning by plane spent an additional \$14 million in the United States during 1953 when compared with the previous year, or an increase of 53 per cent. The increase in expenditures of passengers returning by plane was sufficient to offset the decrease reported by rail traffic and is accounted for by an increase in volume amounting to 21 per cent, and an increase in average expenditures of 26 per

cent. A substantial increase of nearly 40 per cent was reported in the average length of stay.

Although boat travel is relatively of less importance as a means of transportation for Canadians returning from the United States the rate of increase was worthy of mention in 1953. Expenditures rose at approximately the same rate as the number of re-entries to a point slightly higher than 1952. Average expenditures reported were also higher than the year before.

Expenditures of the residuary classification referred to as "Other Travellers" were over \$3 million higher than in the previous year. This group includes persons proceeding on foot and by ferry, taxi, motorcycle, bicycle and local bus. The additional \$3 million in expenditures of this group can be accounted for by an increase of over 8 per cent in volume and higher average expenditures per person.

### Travel Between Canada and Overseas Countries

#### STATEMENT 13. Balance of Payments on Travel Account Between Canada and Overseas Countries, 1952-1953<sup>1</sup>

Net Credits (+) Net Debits (-)

	All Overseas Countries		United Kingdom		Other Sterling Area		Other O.E.E.C. Countries		All Other Countries	
	1952	1953	1952	1953	1952	1953	1952	1953	1952	1953
Receipts .....	18	20	10	12	3	3	4	4	1	1
Payments .....	47	58	27	31	5	6	13	18	2	3
Net Balance .....	- 29	- 38	- 17	- 19	- 2	- 3	- 9	- 14	- 1	- 2

1. Subject to revision.

Travel between Canada and overseas countries produced the greatest debit balance in 1953 of any year on record. Although travel with overseas countries customarily results in a debit balance, in 1953 it stood at \$38 million, a new peak.

The number of non-resident travellers by air and water arriving by way of Canadian ports in 1953 was some 21,600, of whom 11,300 or 52 per cent travelled by boat and the remaining 48 per cent representing 10,300 passengers arrived by air. Compared with a total of 22,100 arrivals in the previous year the 1953 figure represents a decline of over 2 per cent. The decline from 1952 was due to a decrease of 7 per cent in the number arriving by boat, while air traffic showed an increase of between 3 and 4 per cent. Visitors arriving in Canada directly

from overseas were supplemented by an estimated 16,600 who arrived via the United States. The total number of entries direct and by way of the United States amounted to 38,200, the decline in entries arriving direct being offset by an increase in arrivals via the United States.

Total expenditures in Canada by non-immigrant arrivals from overseas countries are estimated at \$20 million, an increase of 11 per cent or \$2 million higher than the previous record established in 1949 and 1952. Included in these totals are transportation costs paid to Canadian carriers. Expenditures of overseas travellers in Canada are higher than the number of arrivals indicate, due to higher transportation costs and normally longer visits.

**STATEMENT 14. Visitors Entering Canada Direct from Overseas Countries,  
by Type of Transportation, 1952-1953**

Type of transportation	I Qr.		II Qr.		III Qr.		IV Qr.		Year	
	1952	1953	1952	1953	1952	1953	1952	1953	1952	1953
Boat .....	1,010	909	5,184	4,848	4,429	4,152	1,553	1,406	12,176	11,315
Airplane .....	1,773	1,557	2,636	2,839	3,476	3,763	2,017	2,101	9,902	10,260
<b>Total .....</b>	<b>2,783</b>	<b>2,466</b>	<b>7,820</b>	<b>7,687</b>	<b>7,905</b>	<b>7,915</b>	<b>3,570</b>	<b>3,507</b>	<b>22,078</b>	<b>21,575</b>
Percentage distribution by quarters:										
Boat.....	8.3	8.0	42.6	42.9	36.4	36.7	12.7	12.4	100.0	100.0
Airplane .....	17.9	15.2	26.6	27.6	35.1	36.7	20.4	20.5	100.0	100.0

Canadians travelled to overseas countries in greater numbers during 1953 than ever before. Residents of Canada returning via Canadian ports after visits to overseas countries numbered 61,500, an increase of 12 per cent over the previous record in 1952. Statement 15 shows the number of Canadians returning direct through the main ports of re-entry for the years 1950 through 1953. Statement 15 also reveals that 45 per cent of the residents of Canada returning direct from overseas in 1953, re-entered through the ports of Gander, Dorval and Malton compared with 38 per cent using the same ports of re-entry in 1952, indicating the increasing importance of air travel. Canadian travellers returning from overseas countries via the United States are estimated at 19,000 making a total of 80,500 via Canadian and United States ports.

Canadian travel expenditures in overseas countries amounted to \$58 million in 1953, the highest

ever recorded, an increase of 23 per cent or \$11 million over the previous year. Included in this amount are transportation costs to non-Canadian carriers. Transportation costs paid to Canadian carriers do not represent a movement of funds out of Canada and consequently are not included in expenditures of Canadians in overseas countries.

Most of the expenditures of Canadians in overseas countries are in the United Kingdom and Europe. Expenditures in the United Kingdom increased from \$27 million in 1952 to \$31 million in 1953, a gain of 15 per cent. Expenditures in the O.E.E.C. countries of Europe climbed from \$13 million in 1952 to \$18 million in 1953, an increase of 38 per cent. Expenditures in other Commonwealth countries are chiefly in Bermuda and the British West Indies, while expenditures in all other countries are predominately in Latin America.

**STATEMENT 15. Residents of Canada Returning Direct from Overseas Countries,  
Principal Ports of Re-entry, 1950-1953**

Port of re-entry	1950	1951	1952	1953
Gander, Nfld. ....	4,853	4,084	6,799	9,457
Dorval, Que. ....	6,793	7,277	9,652	12,841
Malton, Ont. ....	3,882	3,370	3,602	4,158
Halifax, N.S. ....	4,573	3,592	4,393	4,208
St. John, N.B. ....	778	1,993	1,711	1,297
Quebec <sup>1</sup> , P.Q. ....	19,541	19,936	24,827	24,796
Vancouver, B.C. ....	896	997	1,300	1,924
<b>Total Principal Ports .....</b>	<b>41,316</b>	<b>41,249</b>	<b>52,284</b>	<b>58,681</b>
Other Ports.....	2,485	2,916	2,528	2,801

1. Many returning residents cleared at Quebec disembark at Montreal.

## Quarterly Distribution of Travel Expenditures

Statement 16 presents an analysis of international travel expenditures by quarters during the past four years. Receipts are highly concentrated in the summer months with the third quarter of the year accounting for over 55 per cent of the total. Expenditures are more evenly distributed and although the third quarter is most important, the seasonal peak is less pronounced.

As a result of this concentration in the summer months the third quarter is the only period of the year when receipts exceed payments. In each of the other quarters the expenditures of Canadians on travel outside Canada exceeds the total of receipts from non-resident travellers in Canada. During the past three years the excess of receipts in the third quar-

ter has not been sufficient to offset the deficits in the first, second and fourth quarters, although a slight improvement was experienced in 1953. Contributing factors to this trend have been the expansion of winter travel, particularly to southern resorts, accompanied by comparative stability of expenditures of United States travellers in Canada. Most of the increase in receipts during 1953 was concentrated in the third quarter.

From Statement 16 it will be seen that resort operators in Canada must be prepared to provide accommodation for over 55 per cent of our visitors during three months of the year, an uneconomical arrangement.

**STATEMENT 16. Quarterly Estimates of the Balance of Payments on Travel Account Between Canada and Other Countries, 1950-1953<sup>1</sup>**

	I Qr.	II Qr.	III Qr.	IV Qr.	Year
	(\$ million)				
Quarterly receipts:					
1950 .....	23	51	152	49	275
1951 .....	23	51	157	43	274
1952 .....	24	53	156	42	275
1953 .....	26	57	172	47	302
Per cent of year:					
1950 .....	8.4	18.5	55.3	17.8	100.0
1951 .....	8.4	18.6	57.3	15.7	100.0
1952 .....	8.7	19.3	56.7	15.3	100.0
1953 .....	8.6	18.9	56.9	15.6	100.0
Quarterly payments:					
1950 .....	36	58	79	53	226
1951 .....	54	74	96	56	280
1952 .....	63	97	110	71	341
1953 .....	68	95	124	78	365
Per cent of year:					
1950 .....	15.9	25.7	35.0	23.4	100.0
1951 .....	19.3	26.4	34.3	20.0	100.0
1952 .....	18.5	28.4	32.3	20.8	100.0
1953 .....	18.6	26.0	34.0	21.4	100.0

1. Subject to revision.

## STATISTICAL TABLES

**TABLE 1. Number of and Expenditures by Non-Resident Motorists Travelling on Customs Permits<sup>1</sup> Who Departed from Canada in 1953 Classified by length of Visit**

Day's stay	Number of Permits	% of Total permits	Average Expenditure per car	Estimated expenditures	% Total expenditures	Number of car days	Average expenditure per car per day
		%	\$	\$	%		\$
1 .....	862,921	35.12	7.55	6,515,054	5.07	862,921	7.55
2 .....	534,899	21.77	18.82	10,066,799	7.83	1,069,798	9.41
3 .....	288,268	11.73	46.97	13,539,948	10.54	864,804	15.66
4 .....	179,401	7.30	67.96	12,192,092	9.49	717,604	16.99
5 .....	118,371	4.81	88.46	10,471,099	8.15	591,855	17.69
6 .....	83,038	3.38	107.85	8,955,648	6.97	498,228	17.97
7 .....	70,038	2.84	124.13	8,693,817	6.77	490,266	17.73
8 .....	74,953	3.04	133.30	9,991,235	7.78	599,624	16.66
9 .....	47,076	1.92	147.70	6,953,125	5.41	423,684	16.41
10 .....	30,374	1.24	153.98	4,676,989	3.64	303,740	15.40
11 .....	21,870	.89	163.20	3,569,184	2.78	240,570	14.84
12 .....	17,690	.72	172.54	3,052,233	2.38	212,280	14.38
13 .....	16,117	.66	176.51	2,844,812	2.21	209,521	13.58
14 .....	16,183	.66	175.45	2,839,307	2.21	226,562	12.53
15 .....	17,016	.69	176.38	3,001,282	2.34	255,240	11.76
16 .....	10,323	.42	183.87	1,898,090	1.48	165,168	11.49
17 .....	6,441	.26	197.23	1,270,358	.99	109,497	11.60
18 .....	4,598	.19	201.24	925,302	.72	82,764	11.18
19 .....	3,722	.15	207.88	773,729	.60	70,718	10.94
20 .....	3,238	.13	216.66	701,545	.55	64,760	10.83
21 .....	2,975	.12	210.61	626,565	.49	62,475	10.03
22 .....	2,887	.12	213.69	616,923	.48	63,514	9.71
23 .....	2,270	.09	231.92	526,458	.41	52,210	10.08
24 .....	1,789	.07	215.39	385,333	.30	42,936	8.97
25 .....	1,591	.06	221.74	352,788	.27	39,775	8.87
26 .....	1,487	.06	221.59	329,504	.26	38,662	8.52
27 .....	1,432	.06	234.96	336,463	.26	38,664	8.70
28 .....	1,494	.06	215.89	322,540	.25	41,832	7.71
29 .....	1,602	.07	212.26	340,041	.26	46,458	7.32
30- 39 .....	9,534	.39	191.03	1,821,280	1.42	318,716	5.71
40- 49 .....	3,965	.16	271.49	1,076,458	.84	174,884	6.16
50- 59 .....	3,189	.13	274.17	874,328	.68	173,527	5.04
60- 69 .....	2,848	.12	295.44	841,413	.65	182,460	4.61
70- 79 .....	1,928	.08	361.16	696,316	.54	143,337	4.86
80- 89 .....	1,566	.06	411.34	644,158	.50	132,120	4.88
90- 99 .....	1,392	.06	444.15	618,257	.48	130,864	4.72
100-119 .....	1,788	.07	498.43	891,193	.69	195,180	4.57
120-139 .....	1,505	.06	588.38	885,512	.69	193,926	4.57
140-169 .....	1,861	.08	654.43	1,217,894	.95	286,448	4.25
170-199 .....	2,100	.09	587.59	1,233,939	.96	383,940	3.21
200-over .....	1,639	.07	555.02	909,678	.71	445,304	2.04
<b>Totals .....</b>	<b>2,457,379</b>	<b>100.00</b>	<b>53.63</b>	<b>128,478,689<sup>2</sup></b>	<b>100.00</b>	<b>11,246,836</b>	<b>11.42</b>
Average length of stay .....						per car 4.58	

1. Exclusive of commuters, summer residents and locals.

2. Expenditure data in this table are calculated on a Dominion basis, hence do not agree with similar data in Statement 8 which are calculated on a provincial basis.

**TABLE 1A. Number of and Expenditures by Non-Resident Motorists Travelling on Customs Permits<sup>1</sup> Who Departed from Canada in 1953, Classified by length of Visit**

Day's stay	Average persons per car	Number of persons	Number of person - Days	Average expenditure per person per day
				\$
1 .....	3.17	2,731,651	2,731,651	2.39
2 .....	2.92	1,563,837	3,127,674	3.22
3 .....	2.85	822,449	2,467,347	5.49
4 .....	2.79	500,898	2,003,592	6.09
5 .....	2.76	326,669	1,633,345	6.41
6 .....	2.78	230,569	1,383,414	6.47
7 .....	2.87	201,124	1,407,868	6.18
8 .....	3.03	226,758	1,814,064	5.51
9 .....	2.91	137,135	1,234,215	5.63
10 .....	2.82	85,531	855,310	5.47
11 .....	2.75	60,091	661,001	5.40
12 .....	2.76	48,840	586,080	5.21
13 .....	2.80	45,152	586,976	4.85
14 .....	2.90	46,997	657,958	4.32
15 .....	2.99	50,928	763,920	3.93
16 .....	2.80	28,895	462,320	4.11
17 .....	2.64	17,025	289,425	4.39
18 .....	2.58	11,843	213,174	4.34
19 .....	2.56	9,522	180,918	4.28
20 .....	2.57	8,306	166,120	4.22
21 .....	2.56	7,607	159,747	3.92
22 .....	2.54	7,331	161,282	3.83
23 .....	2.51	5,687	130,801	4.02
24 .....	2.43	4,353	104,472	3.69
25 .....	2.37	3,777	94,425	3.74
26 .....	2.30	3,424	89,024	3.70
27 .....	2.35	3,370	90,990	3.70
28 .....	2.43	3,628	101,584	3.18
29 .....	2.44	3,906	113,274	3.00
30- 39 .....	2.38	22,728	759,783	2.40
40- 49 .....	2.35	9,306	410,459	2.62
50- 59 .....	2.34	7,451	405,440	2.16
60- 69 .....	2.39	6,806	436,033	1.93
70- 79 .....	2.36	4,553	338,492	2.06
80- 89 .....	2.35	3,680	310,474	2.07
90- 99 .....	2.32	3,232	303,845	2.03
100-119 .....	2.29	4,096	447,124	1.99
120-139 .....	2.33	3,501	451,120	1.96
140-169 .....	2.29	4,265	656,475	1.86
170-199 .....	2.12	4,455	814,501	1.51
200-over.....	2.38	3,893	1,057,699	.86
<b>Totals .....</b>	<b>2.96</b>	<b>7,275,269</b>	<b>30,663,416</b>	<b>4.19</b>
Average length of stay .....			per person 4.21	

1. Exclusive of commuters, summer residents and locals.

**TABLE 2. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada during the Four Months June to September 1953, Grouped by Ports of Entry With Corresponding Ports of Exit, by Selected Lengths of Visit**

Ports of entry	Ports of exit	Number of permits by length of stay			Total
		1 day	2 days	3 days and over	
<b>Section I. Traffic Within Ontario:</b>					
(a) St. Lawrence River Ports .....	Fort Erie and Niagara Falls .....	879	3,633	9,227	13,739
	Lake Erie Ports .....	—	1	9	10
	St. Clair and Detroit River Ports ...	445	2,113	2,544	5,102
	Sault Ste. Marie .....	23	447	811	1,281
	<b>Total of above .....</b>	<b>1,347</b>	<b>6,194</b>	<b>12,591</b>	<b>20,132</b>
	St. Lawrence River Ports .....	9,049	7,996	47,551	64,596
	All Ports in the Province of Quebec ..	730	3,551	11,844	16,125
	All Ports in Canada .....	11,128	17,794	73,339	102,261
(b) Fort Erie and Niagara Falls ....	St. Lawrence River Ports .....	1,493	8,229	16,362	26,084
	Lake Erie Ports .....	7	51	70	128
	St. Clair and Detroit River Ports ...	73,933	53,949	15,717	143,599
	Sault Ste. Marie .....	22	776	3,060	3,858
	<b>Total of above .....</b>	<b>75,455</b>	<b>63,005</b>	<b>35,209</b>	<b>173,669</b>
	Fort Erie and Niagara Falls .....	108,918	56,804	134,012	299,734
	All Ports in Canada .....	184,436	120,768	191,142	496,346
(c) Lake Erie Ports .....	St. Lawrence River Ports .....	—	10	16	26
	Fort Erie and Niagara Falls .....	—	50	124	174
	St. Clair and Detroit River Ports ...	62	22	73	157
	Sault Ste. Marie .....	—	—	10	10
	<b>Total of above .....</b>	<b>62</b>	<b>82</b>	<b>223</b>	<b>367</b>
	Lake Erie Ports .....	7	23	459	489
	All Ports in Canada .....	69	105	700	874
(d) St. Clair and Detroit River Ports	St. Lawrence River Ports .....	380	2,304	4,001	6,685
	Fort Erie and Niagara Falls .....	70,383	60,355	24,658	155,396
	Lake Erie Ports .....	51	43	56	150
	Sault Ste. Marie .....	—	115	5,460	5,575
	<b>Total of above .....</b>	<b>70,814</b>	<b>62,817</b>	<b>34,175</b>	<b>167,806</b>
	St. Clair and Detroit River Ports ...	92,139	28,221	81,358	201,718
	All Ports in Canada .....	162,970	91,455	128,560	382,985
(e) Sault Ste. Marie .....	St. Lawrence River Ports .....	59	638	1,005	1,702
	Fort Erie and Niagara Falls .....	60	859	3,781	4,700
	Lake Erie Ports .....	—	—	6	6
	St. Clair and Detroit River Ports ...	50	294	4,450	4,794
	<b>Total of above .....</b>	<b>169</b>	<b>1,791</b>	<b>9,242</b>	<b>11,202</b>
	Sault Ste. Marie .....	4,461	3,066	17,524	25,051
	All Ports in Canada .....	4,632	5,302	29,978	39,912
<b>Section II. Traffic from Ontario to Other Provinces:</b>					
St. Lawrence River Ports .....	All Ports in Quebec .....	730	3,551	11,844	16,125
All Ports in Ontario West of Kingston and East of Sault Ste. Marie (Includes Sault Ste. Marie) .....	All Ports in Quebec .....	81	1,738	33,351	35,170
All Ports in Ontario .....	All Ports in Quebec .....	811	5,289	45,266	51,366
All Ports in Ontario .....	All Ports in Maritime Provinces ....	3	121	5,271	5,395
All Ports in Ontario .....	All Ports in Manitoba .....	98	1,168	3,952	5,218
All Ports in Ontario .....	All Ports in Maritimes, Quebec and Manitoba .....	912	6,578	54,489	61,979
All Ports in Ontario .....	All Ports in Ontario .....	367,750	236,524	405,221	1,009,495
All Ports in Ontario .....	All Ports in Canada .....	368,662	243,115	460,452	1,072,222

1. Exclusive of commuters, summer residents and locals.

**TABLE 2. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada during the Four Months June to September 1953, Grouped by Ports of Entry With Corresponding Ports of Exit, by Selected Lengths of Visit - Concluded**

Ports of entry	Ports of exit	Number of permits by length of stay			Total
		1 day	2 days	3 days and over	
<b>Section III. Traffic from the Maritime Provinces to Central Canada:</b>					
All Ports in the Maritime Provinces	All Ports in Quebec .....	194	509	3,739	4,442
	All Ports in Ontario .....	3	151	2,670	2,824
	All Ports in Quebec and Ontario .....	197	660	6,409	7,266
	All Ports in the Maritime Provinces	33,596	12,151	44,443	90,190
	All Ports in Canada .....	33,793	12,801	50,862	97,456
<b>Section IV. Traffic from Quebec to Other Provinces:</b>					
All Ports in Quebec .....	All Ports in Ontario on the St. Lawrence River .....	1,045	3,420	8,435	12,900
	All Ports in Ontario West of Kingston and East of Sault Ste. Marie (Includes Sault Ste. Marie) .....	45	1,406	19,436	20,887
	All Ports in Ontario .....	1,090	4,826	27,919	33,835
	All Ports in the Maritime Provinces	209	400	6,853	7,462
	All Ports in Ontario and the Maritime Provinces .....	1,299	5,226	34,772	41,297
	All Ports in Quebec .....	62,609	46,946	107,102	216,657
	All Ports in Canada .....	63,942	52,210	142,006	258,158
<b>Section V. Traffic from Manitoba to Ontario:</b>					
All Ports in Manitoba .....	All Ports in Ontario .....	52	871	3,612	4,535
	All Ports in Manitoba .....	5,533	4,022	10,752	20,307
	All Ports in Canada .....	5,623	4,940	15,457	26,020
<b>Section VI. Traffic Between the Prairie Provinces:</b>					
All Ports in Manitoba .....	All Ports in Saskatchewan .....	40	42	561	643
	All Ports in Alberta .....	—	3	249	252
	All Ports in Saskatchewan and Alberta .....	40	45	810	895
All Ports in Saskatchewan .....	All Ports in Manitoba .....	41	57	541	639
	All Ports in Alberta .....	6	27	592	625
	All Ports in Manitoba and Alberta ..	47	84	1,133	1,264
	All Ports in Saskatchewan .....	2,063	1,960	7,303	11,326
	All Ports in Canada .....	2,110	2,057	9,216	13,383
All Ports in Alberta .....	All Ports in Manitoba .....	—	5	228	233
	All Ports in Saskatchewan .....	3	44	485	532
	All Ports in Manitoba and Saskatchewan .....	3	49	713	765
	All Ports in Alberta .....	5,166	3,015	11,038	19,219
	All Ports in Canada .....	5,307	4,131	25,833	35,271
<b>Section VII. Traffic Between the Prairie Provinces and British Columbia:</b>					
All Ports in the Prairie Provinces	All Ports in British Columbia .....	138	974	14,727	15,839
	All Ports in the Prairie Provinces ..	12,852	9,175	31,749	53,776
	All Ports in Canada .....	13,040	11,128	50,506	74,674
All Ports in British Columbia .....	All Ports in the Prairie Provinces ..	98	597	10,077	10,772
	All Ports in British Columbia .....	35,450	37,775	84,480	157,705
	All Ports in Canada .....	35,548	38,372	94,684	168,604

1. Exclusive of commuters, summer residents and locals.

**TABLE 3. Number of Non-Resident Automobiles Which Entered Canada on Customs Permits Through Provinces Indicated and Which Departed in 1953, Classified by United States Federal States or Countries of Registration**

	Nfld. <sup>1</sup> P.E.I. N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C. and Y.T.	Total
Alabama.....	—	220	324	2,879	55	23	130	253	3,884
Arizona.....	—	46	125	1,156	72	42	291	865	2,597
Arkansas.....	1	43	89	1,472	60	28	99	215	2,007
California.....	10	701	2,280	19,010	1,170	818	5,412	42,219	71,620
Colorado.....	1	73	184	2,052	182	252	998	1,918	5,660
Connecticut.....	132	6,886	23,422	16,868	49	15	134	221	47,727
Delaware.....	3	179	852	1,660	5	2	26	41	2,768
Dist. of Columbia.....	29	315	1,249	2,818	30	7	66	83	4,597
Florida.....	19	1,056	2,866	10,982	166	76	381	758	16,304
Georgia.....	1	379	650	3,203	56	18	128	397	4,832
Idaho.....	—	23	53	772	54	104	1,185	6,125	8,316
Illinois.....	25	943	3,151	68,525	1,972	569	2,404	2,651	80,240
Indiana.....	11	515	1,270	32,828	378	151	628	755	36,536
Iowa.....	2	170	455	12,561	1,141	664	872	935	16,800
Kansas.....	1	134	309	4,629	682	497	787	1,440	8,479
Kentucky.....	2	136	325	6,057	54	28	103	259	6,964
Louisiana.....	1	125	300	2,139	98	56	205	374	3,298
Maine.....	8	91,072	20,459	3,315	14	7	51	58	114,984
Maryland.....	47	918	3,253	9,888	44	12	131	201	14,494
Massachusetts.....	463	24,117	52,367	29,219	67	29	253	421	106,936
Michigan.....	21	1,126	3,374	472,595	1,137	527	1,491	1,645	481,916
Minnesota.....	3	257	754	27,066	10,523	1,460	2,037	1,500	43,600
Mississippi.....	—	151	189	1,270	47	28	125	287	2,097
Missouri.....	6	266	770	9,776	624	190	741	976	13,349
Montana.....	—	22	77	632	266	4,136	10,134	2,714	17,981
Nebraska.....	—	110	177	3,249	695	499	645	893	6,268
Nevada.....	—	18	37	385	15	12	151	628	1,246
New Hampshire.....	11	2,233	22,877	3,492	8	5	44	104	28,774
New Jersey.....	207	4,203	22,100	34,575	89	35	447	576	62,232
New Mexico.....	—	341	80	624	40	64	244	341	1,734
New York.....	466	9,134	115,159	389,921	245	127	1,047	1,372	517,471
North Carolina.....	11	351	950	4,246	32	18	119	251	5,978
North Dakota.....	—	14	71	1,642	15,265	7,145	597	375	25,109
Ohio.....	44	1,422	4,886	149,586	323	147	1,037	1,361	158,806
Oklahoma.....	1	99	209	2,550	288	311	590	798	4,846
Oregon.....	1	81	229	1,845	154	238	940	23,492	26,980
Pennsylvania.....	169	3,669	15,567	112,865	172	97	707	1,034	134,280
Rhode Island.....	46	1,833	9,460	5,037	7	6	39	54	16,482
South Carolina.....	2	151	368	1,615	14	15	54	131	2,350
South Dakota.....	—	94	44	1,427	756	580	327	359	3,587
Tennessee.....	6	175	391	4,894	43	35	115	320	5,979
Texas.....	4	1,594	978	7,656	524	423	1,723	2,964	15,866
Utah.....	1	26	92	1,203	34	31	1,315	1,901	4,603
Vermont.....	7	588	91,446	3,563	5	5	26	75	95,715
Virginia.....	27	726	2,375	7,502	57	25	159	551	11,422
Washington.....	—	94	282	2,986	280	449	2,052	171,397	177,540
West Virginia.....	6	106	300	5,936	13	9	29	84	6,483
Wisconsin.....	3	269	790	26,922	1,210	425	1,076	943	31,638
Wyoming.....	—	11	40	376	67	235	648	526	1,903
U.S. Government.....	—	34	28	73	25	5	10	42	217
<b>Total U.S. ....</b>	<b>1,798</b>	<b>157,249</b>	<b>408,083</b>	<b>1,517,542</b>	<b>39,307</b>	<b>20,680</b>	<b>42,953</b>	<b>277,883</b>	<b>2,465,495</b>
<b>Other countries<sup>2</sup> .....</b>	<b>9</b>	<b>66</b>	<b>239</b>	<b>726</b>	<b>32</b>	<b>32</b>	<b>1,018</b>	<b>7,725</b>	<b>9,847</b>
<b>Grand total .....</b>	<b>1,807</b>	<b>157,315</b>	<b>408,322</b>	<b>1,518,268</b>	<b>39,339</b>	<b>20,712</b>	<b>43,971</b>	<b>285,608</b>	<b>2,475,342</b>

1. Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from foreign countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

2. Other Countries comprise: Alaska 8,790, Argentina 1, Australia 2, Bahamas 35, Belgium 3, Bermuda 28, Brazil 3, British West Indies 3, Chili 2, China 2, Colombia 3, Costa Rica 2, Cuba, 50, Denmark 2, England 54, France 44, French Morocco 1, Germany 37, Guam 6, Guatemala 4, Haiti 4, Hawaiian Islands 481, Hong Kong 3, India 2, Ireland 4, Italy 13, Jamaica 2, Japan 6, Java 1, Mexico 83, Netherlands 13, Netherlands Antilles 22, Nicaragua 1, North Ireland 1, Norway 2, Panama Canal Zone 92, Peru 1, Philippine Islands 6, Puerto Rico 1, Scotland 2, South Africa 7, St. Pierre & Miquelon 1, Switzerland 9, Venezuela 16, Virgin Islands 1, Wales 1.

**TABLE 4. Number of Non-Resident Automobiles Which Entered Canada on Customs Permits<sup>1</sup> Through Provinces Indicated, and Which Departed in 1953 After Remaining Three Days or Over, Classified by U. S. Federal States or Countries of Registration**

State	Nfld. <sup>2</sup> P.E.I. N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C. and Y.T.	Total	Long term visits as % of long and short term visits
Alabama .....	—	60	190	581	37	16	97	147	1,128	29
Arizona .....	—	20	73	386	57	38	231	546	1,351	52
Arkansas .....	1	23	55	354	40	17	74	101	665	33
California .....	9	434	1,596	6,701	905	731	4,336	27,964	42,676	60
Colorado .....	—	40	145	653	116	178	779	938	2,849	50
Connecticut .....	128	4,196	15,278	6,009	42	15	111	146	25,925	54
Delaware .....	3	162	527	760	3	2	24	32	1,513	55
Dist. of Col. ....	29	272	948	1,487	24	5	53	70	2,888	63
Florida .....	19	688	1,894	5,092	131	62	334	503	8,723	53
Georgia .....	1	120	409	1,029	48	15	108	207	1,937	40
Idaho .....	—	14	38	219	37	76	843	3,333	4,560	55
Illinois .....	24	603	2,326	33,779	1,542	481	1,911	1,402	42,068	52
Indiana .....	10	303	822	14,950	278	129	494	445	17,431	48
Iowa .....	2	80	283	7,464	787	571	677	473	10,337	62
Kansas .....	1	57	169	1,809	463	329	613	580	4,021	47
Kentucky .....	2	78	218	2,417	41	23	83	133	2,995	43
Louisiana .....	1	56	227	655	67	41	171	214	1,432	43
Maine .....	8	16,270	11,031	1,019	12	7	46	46	28,439	25
Maryland .....	43	710	2,277	4,899	32	8	96	121	8,186	56
Massachusetts .....	454	20,882	34,910	9,586	52	28	213	264	66,389	62
Michigan .....	20	813	2,454	122,096	1,007	490	1,311	1,124	129,315	27
Minnesota .....	3	101	494	12,376	5,480	1,198	1,572	864	22,088	51
Mississippi .....	—	49	118	318	34	21	108	130	778	37
Missouri .....	6	150	501	4,128	395	145	578	474	6,377	48
Montana .....	—	11	39	200	183	2,260	5,245	1,508	9,446	53
Nebraska .....	—	40	120	1,558	469	415	480	356	3,438	55
Nevada .....	—	10	35	136	10	12	115	400	718	58
New Hampshire .....	11	1,774	10,531	925	8	2	38	54	13,343	46
New Jersey .....	204	3,412	15,366	17,357	74	32	396	333	37,174	60
New Mexico .....	—	53	50	237	25	40	188	198	791	46
New York .....	458	7,258	54,598	142,019	209	114	915	918	206,489	40
North Carolina .....	11	208	603	1,615	23	17	101	130	2,708	45
North Dakota .....	—	8	47	839	6,081	3,507	491	227	11,200	45
Ohio .....	43	1,032	3,323	90,112	253	133	861	762	96,519	61
Oklahoma .....	1	35	126	944	198	172	460	384	2,320	48
Oregon .....	1	55	140	542	109	207	690	16,172	17,916	66
Pennsylvania .....	162	2,679	10,370	59,519	140	87	608	641	74,206	55
Rhode Island .....	46	1,428	7,022	1,663	7	6	34	32	10,238	62
South Carolina .....	2	87	259	517	7	9	51	70	1,002	43
South Dakota .....	—	22	31	682	543	482	252	179	2,191	61
Tennessee .....	6	83	236	1,152	31	20	94	178	1,800	30
Texas .....	4	330	574	2,320	346	265	1,380	1,519	6,738	42
Utah .....	1	10	65	209	28	23	995	835	2,166	47
Vermont .....	7	401	10,913	1,022	3	3	22	36	12,407	13
Virginia .....	26	475	1,584	3,455	44	17	132	224	5,957	52
Washington .....	—	64	193	859	224	393	1,486	73,251	76,470	43
West Virginia .....	6	64	190	3,173	9	7	27	34	3,510	54
Wisconsin .....	2	134	590	13,579	844	374	837	502	16,862	53
Wyoming .....	—	5	25	103	38	144	506	265	1,086	57
U. S. Government ....	—	12	14	31	23	4	8	30	122	56
<b>Total U. S. ....</b>	<b>1,755</b>	<b>65,871</b>	<b>194,027</b>	<b>583,535</b>	<b>21,559</b>	<b>13,371</b>	<b>31,275</b>	<b>139,495</b>	<b>1,050,888</b>	<b>43</b>
<b>Other countries<sup>3</sup>..</b>	<b>7</b>	<b>35</b>	<b>168</b>	<b>385</b>	<b>23</b>	<b>28</b>	<b>976</b>	<b>6,635</b>	<b>8,257</b>	<b>84</b>
<b>Grand total .....</b>	<b>1,762</b>	<b>65,906</b>	<b>194,195</b>	<b>583,920</b>	<b>21,582</b>	<b>13,399</b>	<b>32,251</b>	<b>146,130</b>	<b>1,059,145</b>	<b>43</b>
Long term visits as % of long and short term visits .....	98	42	48	38	55	65	73	51	43	

1. Exclusive of commuters, summer residents and locals.

2. Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from foreign countries and excludes vehicles which proceed to these provinces after entering Canada through other Provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

3. Other countries comprise: Alaska 7,457, Argentina 1, Australia 2, Bahamas 24, Belgium 3, Bermuda 26, Brazil 3, British West Indies 2, Chili 1, China 2, Colombia 3, Costa Rica 1, Cuba 44, Denmark 2, England 32, France 26, French Morocco 1, Germany 28, Guam 4, Guatemala 4, Haiti 4, Hawaiian Islands 355, Hong Kong 2, India 2, Ireland 4, Italy 8, Jamaica 2, Japan 7, Java 1, Mexico 69, Netherlands 13, Netherlands Antilles 19, Nicaragua 1, North Ireland 1, Norway 1, Panama Canal Zone 62, Philippine Islands 4, Peru 1, Puerto Rico 1, St. Pierre & Miquelon 1, Scotland 2, South Africa 6, Switzerland 7, Venezuela 16, Virgin Islands 1, Wales 1.

**TABLE 5. Number of Non-Resident Automobiles Travelling in Canada on Customs Permits  
Which Departed in the Years 1949-1953**

**Classified by U.S. Federal States of Registration**

State of origin	1949	1950	1951	1952	1953
<b>North Eastern:</b>					
Connecticut .....	32,663	34,808	40,149	42,079	47,727
Maine .....	102,095	121,566	113,102	113,076	114,984
Massachusetts .....	86,300	92,538	104,088	100,716	106,936
New Hampshire .....	22,268	23,698	25,511	25,813	28,774
New Jersey .....	46,043	48,365	55,288	55,539	62,232
New York .....	443,239	444,848	465,754	472,686	517,471
Pennsylvania .....	101,788	110,292	120,528	119,745	134,280
Rhode Island .....	12,735	13,961	14,991	14,970	16,482
Vermont .....	86,785	91,398	88,160	87,168	95,715
	933,916	981,474	1,027,571	1,031,792	1,124,601
<b>% of Total .....</b>	<b>47.7</b>	<b>48.1</b>	<b>46.7</b>	<b>45.8</b>	<b>45.4</b>
<b>Great Lakes:</b>					
Illinois .....	62,170	63,376	69,979	73,532	80,240
Indiana .....	27,281	27,849	31,530	32,097	36,536
Michigan .....	364,458	383,404	427,731	428,668	481,916
Ohio .....	130,827	128,249	143,042	145,038	158,806
Wisconsin .....	24,608	24,993	27,714	28,856	31,638
	609,344	627,871	699,996	708,191	789,136
<b>% of Total .....</b>	<b>31.2</b>	<b>30.7</b>	<b>31.8</b>	<b>31.4</b>	<b>31.9</b>
<b>North Western:</b>					
Minnesota .....	35,196	32,747	34,708	38,420	43,600
Montana .....	12,948	14,299	15,017	16,589	17,981
North Dakota .....	19,809	18,934	23,307	24,559	25,109
	67,953	65,980	73,032	79,568	86,690
<b>% of Total .....</b>	<b>3.5</b>	<b>3.2</b>	<b>3.3</b>	<b>3.5</b>	<b>3.5</b>
<b>West Coast:</b>					
California .....	54,644	56,986	59,535	64,342	71,620
Oregon .....	19,525	21,098	25,416	26,238	26,980
Washington .....	143,466	150,367	162,734	166,452	177,540
	217,635	228,451	247,685	257,032	276,140
<b>% of Total .....</b>	<b>11.1</b>	<b>11.2</b>	<b>11.3</b>	<b>11.4</b>	<b>11.2</b>
<b>Other:</b>					
	127,600	139,182	151,838	177,346	198,775
<b>% of Total .....</b>	<b>6.5</b>	<b>6.8</b>	<b>6.9</b>	<b>7.9</b>	<b>8.0</b>
<b>Total .....</b>	<b>1,956,448</b>	<b>2,042,958</b>	<b>2,200,122</b>	<b>2,253,929</b>	<b>2,475,342</b>

**TABLE 6. Average Expenditure Per Car Declared by Non-Resident Permit-Holding Motorists<sup>1</sup> by U.S. Federal State of Registration, 1949-1953**

State of registration	Average declared expenditure per car				
	1949	1950	1951	1952	1953
<b>North Eastern:</b>					
Connecticut .....	78.53	82.63	78.76	67.63	71.32
Maine .....	31.45	22.20	22.08	20.90	22.08
Massachusetts .....	85.34	91.52	85.03	79.45	83.06
New Hampshire .....	52.70	51.16	51.27	46.66	47.93
New Jersey .....	87.22	95.71	89.52	81.50	93.91
New York .....	55.95	59.22	58.11	51.83	53.34
Pennsylvania .....	79.83	84.58	82.09	74.78	78.08
Rhode Island .....	79.90	83.75	78.73	69.70	76.35
Vermont .....	17.96	13.65	15.16	14.14	14.12
<b>Great Lakes:</b>					
Illinois .....	89.74	94.02	89.48	83.56	79.67
Indiana .....	74.43	74.27	68.62	64.80	67.02
Michigan .....	45.57	37.60	33.82	30.49	30.32
Ohio .....	87.99	92.41	88.93	79.65	78.80
Wisconsin .....	80.50	86.61	81.06	76.88	79.25
<b>North Western:</b>					
Minnesota .....	70.30	78.50	72.82	66.56	66.65
Montana .....	75.93	73.48	70.74	59.27	64.95
North Dakota .....	58.86	55.66	51.48	45.50	47.65
<b>West Coast:</b>					
California .....	106.08	113.24	110.28	99.47	102.41
Oregon .....	92.05	97.11	103.32	92.74	99.82
Washington .....	49.55	50.06	53.55	50.18	53.76
<b>Other .....</b>	<b>93.64</b>	<b>100.11</b>	<b>92.42</b>	<b>86.84</b>	<b>87.34</b>

1. Including commuters, summer residents and locals.

**TABLE 7. Average Declared Expenditure per Car, Total Expenditures in Canada of Non-Resident Permit-Holding Motorists<sup>1</sup> Who Departed in 1953, Average Length of Visit and Average Expenditure per Car per Day**

State of origin	Entries on customs permits as % of automobile registrations	Average expenditure per car	Total expenditures	Average length of visit (days)	Average expenditure per car per day
		\$	\$		\$
Alabama .....	0.6	54.14	210,280	4.85	11.16
Arizona .....	1.0	92.62	240,534	8.88	10.43
Arkansas .....	0.6	61.52	123,471	7.08	8.69
California .....	1.5	102.41	7,334,604	7.07	14.48
Colorado .....	1.1	79.44	449,630	5.88	13.51
Connecticut .....	6.6	71.32	3,403,890	4.79	14.89
Delaware .....	2.6	87.51	242,228	5.30	16.51
Dist. of Columbia .....	2.8	103.99	478,042	6.48	16.05
Florida .....	1.5	101.68	1,657,791	12.44	8.17
Georgia .....	0.6	68.05	328,818	6.37	10.68
Idaho .....	3.8	76.40	635,342	7.27	10.51
Illinois .....	3.1	79.67	6,392,721	5.38	14.81
Indiana .....	2.8	67.02	2,448,643	4.54	14.76
Iowa .....	1.8	97.15	1,632,120	5.88	16.52
Kansas .....	1.2	89.23	756,581	6.75	13.22
Kentucky .....	1.0	68.47	476,825	5.79	11.82
Louisiana .....	0.5	93.23	307,473	8.76	10.64
Maine .....	50.4	22.08	2,538,847	3.98	5.55
Maryland .....	2.1	88.25	1,279,095	5.45	16.19
Massachusetts .....	8.6	83.06	8,882,104	5.87	14.15
Michigan .....	19.9	30.32	14,611,693	4.35	6.97
Minnesota .....	4.2	66.65	2,905,940	5.20	12.82
Mississippi .....	0.6	74.50	156,227	7.04	10.58
Missouri .....	1.2	85.19	1,137,201	5.72	14.89
Montana .....	8.8	64.95	1,167,866	5.42	11.98
Nebraska .....	1.3	97.07	608,435	5.83	16.65
Nevada .....	1.6	93.40	116,376	7.65	12.21
New Hampshire .....	18.7	47.93	1,379,138	4.03	11.89
New Jersey .....	3.9	93.91	5,844,207	5.35	17.55
New Mexico .....	0.8	83.00	143,922	7.96	10.43
New York .....	14.1	53.34	27,601,903	7.46	7.15
North Carolina .....	0.6	67.48	403,395	7.03	9.60
North Dakota .....	12.7	47.65	1,196,444	5.39	8.84
Ohio .....	5.8	78.80	12,513,913	6.05	13.02
Oklahoma .....	0.7	106.25	514,888	8.70	12.21
Oregon .....	4.1	99.82	2,693,144	5.94	16.80
Pennsylvania .....	4.6	78.08	10,484,582	5.04	15.49
Rhode Island .....	6.8	76.35	1,258,401	5.46	13.98
South Carolina .....	0.4	78.41	184,264	6.51	12.04
South Dakota .....	1.6	93.26	334,524	6.19	15.07
Tennessee .....	0.7	47.96	286,753	4.27	11.23
Texas .....	0.6	86.52	1,372,726	7.83	11.05
Utah .....	2.0	73.54	338,505	4.42	16.64
Vermont .....	85.2	14.12	1,351,496	4.29	3.29
Virginia .....	1.3	77.15	881,207	5.87	13.14
Washington .....	20.9	53.76	9,544,550	4.02	13.37
West Virginia .....	1.7	75.74	491,022	5.37	14.10
Wisconsin .....	3.0	79.25	2,507,312	4.75	16.68
Wyoming .....	1.7	117.46	223,526	7.45	15.77

1. Including commuters, summer residents and locals.

**TABLE 8. Balance of Payments on Travel Account Between Canada and Other Countries, 1926-1953**

(Net Credits + Net Debits-)

(\$ Million)

Year	Account with United States			Account with overseas countries <sup>1</sup>			Account with all countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
1926 .....	140	70	+ 70	12	29	- 17	152	99	+ 53
1927 .....	148	72	+ 76	15	28	- 13	163	100	+ 63
1928 .....	163	72	+ 91	14	26	- 12	177	98	+ 79
1929 .....	184	81	+ 103	14	27	- 13	198	108	+ 90
1930 .....	167	67	+ 100	13	25	- 12	180	92	+ 88
1931 .....	141	52	+ 89	12	19	- 7	153	71	+ 82
1932 .....	103	30	+ 73	11	19	- 8	114	49	+ 65
1933 .....	81	30	+ 51	8	14	- 6	89	44	+ 45
1934 .....	96	36	+ 60	10	14	- 4	106	50	+ 56
1935 .....	107	48	+ 59	10	16	- 6	117	64	+ 53
1936 .....	129	54	+ 75	13	21	- 8	142	75	+ 67
1937 .....	149	65	+ 84	17	22	- 5	166	87	+ 79
1938 .....	134	66	+ 68	15	20	- 5	149	86	+ 63
1939 .....	137	67	+ 70	12	14	- 2	149	81	+ 68
1940 .....	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941 .....	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942 .....	79	24	+ 55	3	3	-	82	27	+ 55
1943 .....	87	34	+ 53	2	3	- 1	89	37	+ 52
1944 .....	117	57	+ 60	3	3	-	120	60	+ 60
1945 .....	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946 .....	216	130	+ 86	6	6	-	222	136	+ 86
1947 .....	241	152	+ 89	10	15	- 5	251	167	+ 84
1948 .....	267	113	+ 154	13	22	- 9	280	135	+ 145
1949 .....	267	165	+ 102	18	28	- 10	285	193	+ 92
1950 .....	260	193	+ 67	15	33	- 18	275	226	+ 49
1951 .....	258	246	+ 12	16	34	- 18	274	280	- 6
1952 .....	257	294	- 37	18	47	- 29	275	341	- 66
1953 <sup>2</sup> .....	282	307	- 25	20	58	- 38	302	365	- 63

1. Prior to confederation with Canada in 1949 Newfoundland was classed as an overseas country.

2. Subject to revision.

**TABLE 9. Number of Foreign Automobiles and Other Vehicles Entering Canada, by Province of Entry, 1949-1953**

Entering by ports in	1949	1950	1951	1952	1953
<b>Non-permit class — Local traffic<sup>1</sup></b>					
Atlantic Provinces .....	961,707	865,466	890,596	967,478	1,009,549
Quebec .....	218,196	276,231	287,626	289,369	348,679
Ontario .....	3,357,224	3,378,024	3,670,008	3,806,941	4,127,205
Manitoba .....	57,520	54,119	65,060	71,783	71,334
Saskatchewan .....	21,217	20,755	21,390	25,655	25,493
Alberta .....	17,674	19,717	17,029	19,847	23,254
British Columbia .....	90,221	95,722	105,542	109,917	122,165
Yukon .....	552	1,192	992	2,263	1,520
<b>Canada<sup>2</sup></b> .....	<b>4,724,311</b>	<b>4,711,226</b>	<b>5,058,243</b>	<b>5,293,253</b>	<b>5,729,199</b>
<b>Traveller's vehicle permits<sup>1</sup></b>					
Atlantic Provinces .....	130,751	148,265	151,219	152,421	161,286
Quebec .....	362,425	374,246	384,156	393,507	413,016
Ontario .....	1,200,491	1,236,290	1,343,083	1,362,363	1,534,135
Manitoba .....	31,129	26,315	35,480	38,040	39,971
Saskatchewan .....	14,155	15,715	16,786	19,288	21,155
Alberta .....	34,637	35,812	37,454	42,743	44,450
British Columbia .....	214,805	221,642	247,801	262,550	283,846
Yukon .....	1,561	1,863	3,622	7,253	8,255
<b>Canada<sup>3</sup></b> .....	<b>1,989,954</b>	<b>2,060,148</b>	<b>2,219,601</b>	<b>2,278,165</b>	<b>2,506,114</b>
<b>Commercial vehicles</b>					
Atlantic Provinces .....	76,260	79,272	84,394	89,951	83,707
Quebec .....	36,750	44,238	45,307	43,110	59,019
Ontario .....	95,844	112,825	108,366	138,571	190,197
Manitoba .....	4,262	4,505	6,990	6,801	7,218
Saskatchewan .....	3,414	5,521	4,769	5,658	7,927
Alberta .....	3,155	3,862	3,924	3,988	6,013
British Columbia .....	8,538	10,980	14,707	14,606	17,232
Yukon .....	678	366	333	1,051	1,176
<b>Canada</b> .....	<b>228,901</b>	<b>261,569</b>	<b>268,790</b>	<b>303,736</b>	<b>372,489</b>

1. "Non-permit Class" and Traveller's Vehicle Permits are defined on page 46.

2. Includes 4,566 motorcycles, 22,164 bicycles and 73,736 taxis in 1953.

3. Includes 1,247 motorcycles, 1,737 bicycles and 3,228 other vehicles in 1953.

**TABLE 10. Number of Foreign Automobiles and Other Vehicles Entering Canada, by Month of Entry, 1949-1953**

Month	1949	1950	1951	1952	1953
<b>Non-permit class — Local traffic<sup>1</sup></b>					
January .....	244, 609	250, 428	264, 544	265, 842	298, 313
February .....	239, 202	229, 037	231, 951	269, 327	286, 351
March .....	253, 881	259, 925	296, 211	313, 361	342, 090
April .....	315, 660	315, 198	336, 229	351, 242	377, 232
May .....	406, 528	394, 928	433, 970	442, 886	482, 461
June .....	501, 106	484, 504	539, 502	558, 429	579, 338
July .....	695, 554	690, 785	745, 704	806, 530	819, 809
August .....	626, 231	634, 708	718, 260	733, 555	806, 771
September .....	456, 460	467, 622	490, 436	462, 597	561, 904
October .....	388, 556	382, 285	393, 898	400, 192	448, 066
November .....	302, 135	296, 431	310, 452	356, 539	373, 782
December .....	294, 389	305, 375	297, 086	332, 753	353, 082
<b>Total<sup>2</sup> .....</b>	<b>4, 724, 311</b>	<b>4, 711, 226</b>	<b>5, 058, 243</b>	<b>5, 293, 253</b>	<b>5, 729, 199</b>
<b>Traveller's vehicle permits<sup>1</sup></b>					
January .....	32, 590	36, 185	40, 941	38, 113	47, 422
February .....	35, 826	39, 006	38, 935	52, 439	57, 448
March .....	46, 160	47, 711	62, 718	62, 515	71, 587
April .....	83, 510	87, 058	86, 360	96, 379	106, 709
May .....	153, 988	144, 640	148, 286	179, 463	183, 509
June .....	221, 002	237, 867	290, 453	289, 088	297, 616
July .....	453, 045	471, 823	489, 058	501, 019	544, 420
August .....	426, 302	437, 145	503, 956	534, 262	546, 185
September .....	264, 467	277, 388	281, 212	232, 580	305, 212
October .....	141, 089	143, 124	147, 558	140, 607	169, 530
November .....	76, 120	80, 104	76, 040	88, 016	99, 192
December .....	55, 855	58, 097	54, 084	63, 684	77, 284
<b>Total<sup>3</sup> .....</b>	<b>1, 989, 954</b>	<b>2, 060, 148</b>	<b>2, 219, 601</b>	<b>2, 278, 165</b>	<b>2, 506, 114</b>
<b>Commercial vehicles</b>					
January .....	14, 993	18, 817	20, 213	22, 594	30, 773
February .....	14, 908	17, 596	19, 153	22, 037	30, 667
March .....	17, 609	20, 278	21, 607	22, 614	31, 568
April .....	16, 266	18, 878	21, 201	21, 922	29, 455
May .....	18, 584	21, 935	24, 746	25, 126	31, 436
June .....	19, 591	23, 628	25, 777	24, 442	33, 342
July .....	20, 572	23, 481	23, 764	25, 482	32, 635
August .....	23, 163	25, 410	24, 010	27, 677	32, 513
September .....	22, 085	24, 148	24, 207	27, 760	31, 404
October .....	21, 431	24, 049	22, 607	28, 806	29, 936
November .....	19, 918	21, 941	21, 381	26, 424	27, 448
December .....	19, 781	21, 408	20, 124	28, 852	31, 312
<b>Total .....</b>	<b>228, 901</b>	<b>261, 569</b>	<b>268, 790</b>	<b>303, 736</b>	<b>372, 489</b>

1. "Non-permit Class" and Traveller's Vehicle Permits are defined on page 46.

2. Includes 4,566 motorcycles, 22,164 bicycles and 73,736 taxis in 1953.

3. Includes 1,247 motorcycles, 1,737 bicycles and 3,228 other vehicles in 1953.

**TABLE 11. Number of Foreign Travellers Entering Canada from the United States,  
by Province of Entry, 1949-1953**

Province of entry	1949	1950	1951	1952	1953
<b>(a) Rail<sup>1</sup></b>					
Atlantic Provinces .....	18,889	14,431	13,722	13,584	12,837
Quebec .....	198,552	163,862	160,180	158,982	143,159
Ontario .....	242,293	191,125	208,499	219,559	202,179
Manitoba .....	23,819	17,548	17,109	17,753	19,145
Saskatchewan .....	14,492	11,883	11,131	12,158	13,240
Alberta .....	1,594	1,474	1,251	1,107	1,593
British Columbia .....	51,670 <sup>2</sup>	47,874	70,421	57,913	50,834
Yukon .....	—	9,323	9,794	10,160	7,586
<b>Canada .....</b>	<b>551,309</b>	<b>457,520</b>	<b>492,107</b>	<b>491,216</b>	<b>450,573</b>
<b>(b) Boat</b>					
Atlantic Provinces .....	23,020	21,170	21,944	20,797	20,394
Quebec .....	1,646	1,706	3,157	4,541	3,803
Ontario .....	141,385	92,897	125,084	154,627	166,489
Manitoba .....	—	—	—	—	—
Saskatchewan .....	—	—	—	—	—
Alberta .....	—	25	—	—	—
British Columbia .....	134,188	95,719	108,211	122,835	134,717
Yukon .....	4	6	—	34	1
<b>Canada .....</b>	<b>300,243</b>	<b>211,523</b>	<b>258,396</b>	<b>302,834</b>	<b>325,404</b>
<b>(c) Bus<sup>3</sup></b>					
Atlantic Provinces .....	9,904	9,323	8,580	8,771	8,806
Quebec .....	55,450	40,534	37,465	41,540	41,961
Ontario .....	338,244	309,955	312,824	285,928	264,541
Manitoba .....	2,846	4,745	5,289	5,015	5,440
Saskatchewan .....	899	368	265	406	463
Alberta .....	2,617	2,450	2,665	2,898	3,161
British Columbia .....	39,197	39,088	39,861	29,998	27,561
Yukon .....	—	—	430	495	272
<b>Canada .....</b>	<b>429,157</b>	<b>406,463</b>	<b>407,379</b>	<b>375,051</b>	<b>352,205</b>
<b>(d) Airplane</b>					
Atlantic Provinces .....	8,742	10,157	9,284	8,939	9,663
Quebec .....	33,522	40,072	47,679	49,606	58,491
Ontario .....	42,601	47,893	59,556	69,018	84,428
Manitoba .....	6,447	7,306	6,062	6,393	8,761
Saskatchewan .....	248	337	683	846	1,285
Alberta .....	9,815	17,022	17,953	14,609	12,770
British Columbia .....	27,461	27,403	27,050	28,928	30,603
Yukon <sup>4</sup> .....	6,910	8,232	6,907	6,790	7,414
<b>Canada .....</b>	<b>135,746</b>	<b>158,422</b>	<b>175,174</b>	<b>185,129</b>	<b>213,415</b>

1. After deducting intransit passengers across Southern Ontario.

2. Including traffic intransit through British Columbia destined to Yukon.

3. Exclusive of local bus traffic between border communities by including intransit traffic.

4. Yukon traffic is practically all intransit to and from Alaska.

**TABLE 12. Number of Foreign Travellers Entering Canada from the United States, by Month of Entry, 1949-1953**

Month	1949	1950	1951	1952	1953
<b>(a) Rail (Gross entries)</b>					
January .....	95,561	84,982	83,199	89,382	89,109
February .....	71,482	68,493	65,899	80,810	71,832
March .....	68,837	61,891	76,054	70,337	71,000
April .....	78,448	76,816	74,929	74,283	77,859
May .....	89,093	72,384	82,279	89,022	82,274
June .....	117,313	113,593	102,411	118,006	102,340
July .....	151,982	144,234	125,991	122,139	114,984
August .....	128,503	109,661	127,735	122,247	112,935
September .....	105,642	105,664	98,573	86,823	87,044
October .....	96,132	80,625	93,140	82,570	73,659
November .....	77,557	74,589	78,984	71,818	62,448
December .....	100,402	99,608	106,667	103,034	80,625
<b>Total .....</b>	<b>1,180,952</b>	<b>1,092,540</b>	<b>1,115,861</b>	<b>1,110,471</b>	<b>1,026,109</b>
<b>(b) Rail (Net entries)</b>					
January .....	36,948	29,774	30,093	33,243	31,147
February .....	32,928	26,847	29,877	33,918	29,675
March .....	29,411	24,518	27,565	28,074	27,445
April .....	34,186	31,782	25,754	30,008	29,052
May .....	38,324	23,508	35,254	42,190	32,781
June .....	60,308	55,974	51,973	53,444	50,177
July .....	85,772	76,351	65,107	65,635	61,627
August .....	77,686	47,617	72,662	66,999	59,695
September .....	48,904	41,990	43,648	37,780	40,399
October .....	37,129	33,668	36,194	33,926	31,780
November .....	30,671	27,259	29,834	26,839	23,674
December .....	39,042	38,232	44,146	39,160	33,121
<b>Total .....</b>	<b>551,309</b>	<b>457,520</b>	<b>492,107</b>	<b>491,216</b>	<b>450,573</b>
<b>(c) Boat</b>					
January .....	1,936	1,348	1,318	1,133	1,240
February .....	1,627	1,545	1,163	1,802	1,264
March .....	2,761	1,743	1,613	1,774	1,843
April .....	3,616	4,212	2,879	2,321	2,631
May .....	18,548	6,353	7,137	10,963	14,494
June .....	39,790	31,177	34,835	36,955	46,349
July .....	90,207	70,269	83,916	97,446	102,434
August .....	95,727	63,331	87,917	108,608	94,583
September .....	34,404	21,545	28,082	30,819	39,340
October .....	6,637	5,523	4,875	5,245	11,158
November .....	2,513	2,017	2,447	2,326	6,501
December .....	2,477	2,460	2,214	3,442	3,567
<b>Total .....</b>	<b>300,243</b>	<b>211,523</b>	<b>258,396</b>	<b>302,834</b>	<b>325,404</b>

**TABLE 12. Number of Foreign Travellers Entering Canada from the United States, by Month of Entry, 1949-1953 — Concluded**

Month	1949	1950	1951	1952	1953
<b>(d) Bus<sup>1,2</sup></b>					
January .....	12,558	11,446	14,102	12,481	11,649
February .....	13,908	12,442	12,397	15,855	11,112
March .....	13,691	13,885	19,159	12,730	11,178
April .....	17,837	19,107	18,342	20,710	15,377
May .....	31,793	33,830	33,106	34,251	27,131
June .....	54,012	48,598	43,542	45,379	39,599
July .....	95,325	91,439	88,687	82,768	73,007
August .....	82,308	81,840	82,599	76,268	71,453
September .....	50,377	42,664	39,202	26,392	36,780
October .....	25,548	21,521	24,264	20,930	23,577
November .....	16,522	14,569	15,750	14,509	15,040
December .....	15,278	15,122	16,229	12,778	16,302
<b>Total .....</b>	<b>429,157</b>	<b>406,463</b>	<b>407,379</b>	<b>375,051</b>	<b>352,205</b>
<b>(e) Airplane</b>					
January .....	5,814	7,408	9,638	9,817	10,598
February .....	6,032	7,549	9,298	9,500	11,148
March .....	7,748	8,657	10,880	11,209	12,554
April .....	8,985	11,051	11,816	12,449	13,775
May .....	12,866	14,449	15,193	14,248	18,163
June .....	16,092	17,794	18,377	19,432	24,981
July .....	18,267	19,858	21,777	23,099	26,447
August .....	17,297	20,424	21,230	24,619	26,917
September .....	15,132	16,947	19,193	20,148	22,826
October .....	11,016	13,665	15,772	15,974	18,256
November .....	8,220	9,960	11,198	12,129	13,507
December .....	8,277	10,660	10,802	12,505	14,243
<b>Total .....</b>	<b>135,746</b>	<b>158,422</b>	<b>175,174</b>	<b>185,129</b>	<b>213,415</b>

1. Exclusive of local bus traffic between border communities.

2. Includes a small percentage of intransit passengers across Southern Ontario.

TABLE 13. Number of Canadian Automobiles and Other Vehicles Travelling in the United States by Province of Re-Entry into Canada, 1949-1953

Province of re-entry	1949	1950	1951	1952	1953
Length of stay — 24 hours or less					
Atlantic Provinces .....	708,493	741,496	902,396	1,071,888	1,128,197
Québec .....	255,647	368,932	457,655	589,205	704,508
Ontario .....	762,970	837,120	1,177,829	1,368,502	1,488,384
Manitoba .....	53,893	57,026	88,115	115,966	125,330
Saskatchewan .....	32,502	32,989	41,741	55,101	57,265
Alberta .....	25,854	27,725	25,868	28,146	28,036
British Columbia .....	278,749	289,452	351,087	465,460	513,797
Yukon .....	3	42	10	212	405
Canada <sup>1</sup> .....	2,118,111	2,354,782	3,044,701	3,694,480	4,045,922
Length of stay — Over 24 hours					
Atlantic Provinces .....	17,684	21,007	28,780	31,698	44,816
Quebec .....	60,303	77,137	109,660	141,396	160,510
Ontario .....	120,814	151,855	219,886	263,158	281,225
Manitoba .....	20,821	21,573	32,649	44,498	51,059
Saskatchewan .....	15,197	16,719	20,929	31,011	35,461
Alberta .....	17,536	20,953	19,451	32,260	34,529
British Columbia .....	79,847	88,644	107,313	141,238	153,443
Yukon .....	4	7	20	167	212
Canada <sup>2</sup> .....	332,206	397,895	538,688	685,426	761,255
Commercial vehicles					
Atlantic Provinces .....	60,837	76,553	83,786	91,690	93,575
Quebec .....	32,548	49,802	61,866	68,751	90,117
Ontario .....	65,490	71,948	118,984	136,040	112,547
Manitoba .....	5,261	6,360	12,424	16,975	20,222
Saskatchewan .....	6,407	7,586	10,396	13,731	14,702
Alberta .....	5,229	5,447	7,000	8,418	7,172
British Columbia .....	17,643	21,533	23,609	28,471	32,910
Yukon .....	49	29	15	95	121
Canada .....	193,464	239,258	318,080	364,171	371,366

1. Includes 9,162 motorcycles, 33,179 bicycles and 147,112 taxis in 1953.  
2. Includes 1,296 motorcycles, 261 bicycles and 968 taxis in 1953.

**TABLE 14. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-Entry into Canada, 1949-1953**

Month	1949	1950	1951	1952	1953
<b>Length of stay — 24 Hours or less</b>					
January .....	116, 110	130, 265	165, 051	198, 559	242, 225
February .....	109, 327	126, 339	144, 268	216, 613	230, 639
March .....	130, 750	148, 200	205, 536	250, 177	279, 485
April .....	160, 391	181, 864	234, 231	289, 605	322, 646
May .....	197, 556	206, 627	279, 373	319, 283	383, 474
June .....	198, 556	218, 359	298, 456	349, 662	376, 517
July .....	248, 819	270, 134	357, 098	413, 466	440, 589
August .....	230, 555	254, 900	342, 162	428, 392	468, 052
September .....	198, 195	217, 405	304, 002	336, 714	356, 604
October .....	203, 816	226, 960	274, 094	322, 878	353, 314
November .....	163, 838	187, 213	220, 575	297, 551	305, 716
December .....	160, 198	186, 516	219, 855	271, 580	286, 661
<b>Total<sup>1</sup></b> .....	<b>2, 118, 111</b>	<b>2, 354, 782</b>	<b>3, 044, 701</b>	<b>3, 694, 480</b>	<b>4, 045, 922</b>
<b>Length of stay — Over 24 hours</b>					
January .....	7, 457	8, 938	12, 559	13, 971	20, 340
February .....	6, 175	7, 751	11, 482	18, 489	20, 652
March .....	11, 825	12, 626	28, 403	26, 052	31, 751
April .....	23, 123	27, 526	28, 482	50, 195	57, 771
May .....	23, 462	22, 359	34, 450	46, 560	56, 357
June .....	28, 183	31, 052	43, 915	61, 189	60, 903
July .....	61, 955	67, 967	97, 772	112, 876	122, 580
August .....	60, 000	76, 830	103, 721	134, 654	148, 325
September .....	43, 371	52, 375	70, 493	81, 390	89, 395
October .....	34, 689	43, 662	54, 173	69, 816	76, 062
November .....	19, 349	25, 560	30, 119	40, 635	43, 146
December .....	12, 617	21, 249	23, 119	29, 599	33, 973
<b>Total<sup>2</sup></b> .....	<b>332, 206</b>	<b>397, 895</b>	<b>538, 688</b>	<b>685, 426</b>	<b>761, 255</b>
<b>Commercial Vehicles</b>					
January .....	14, 448	16, 557	26, 027	30, 312	34, 113
February .....	14, 478	18, 658	27, 086	32, 021	36, 414
March .....	16, 862	20, 265	28, 362	31, 961	31, 373
April .....	14, 886	16, 079	23, 011	25, 370	27, 199
May .....	16, 153	19, 323	26, 746	30, 344	29, 102
June .....	17, 247	20, 137	27, 766	31, 055	29, 614
July .....	15, 086	20, 731	27, 224	32, 331	29, 888
August .....	17, 483	25, 432	27, 919	32, 739	29, 824
September .....	16, 069	21, 236	26, 082	30, 467	30, 739
October .....	17, 746	21, 213	27, 334	32, 246	32, 630
November .....	18, 802	19, 746	25, 815	27, 552	30, 432
December .....	16, 204	19, 881	24, 708	27, 773	30, 038
<b>Total</b> .....	<b>193, 464</b>	<b>239, 258</b>	<b>318, 080</b>	<b>364, 171</b>	<b>371, 366</b>

1. Includes 9,162 motorcycles, 33,179 bicycles and 147,112 taxis in 1953.

2. Includes 1,296 motorcycles, 261 bicycles and 968 taxis in 1953.

**TABLE 15. Number of Canadians Returning from the United States by Province of Re-Entry into Canada, 1949-1953**

Province of re-entry	1949	1950	1951	1952	1953
<b>(a) Rail</b>					
Atlantic Provinces .....	18,185	13,196	15,459	16,038	15,558
Quebec .....	175,446	153,814	163,379	169,981	150,098
Ontario .....	260,586	245,995	237,064	245,330	238,923
Manitoba .....	27,831	20,196	22,124	25,094	23,897
Saskatchewan .....	7,817	5,955	5,971	6,217	6,141
Alberta .....	977	770	511	222	38
British Columbia .....	41,272 <sup>1</sup>	57,179	80,070	90,091	76,869
Yukon .....	—	1,740	1,526	1,600	999
<b>Canada .....</b>	<b>532,114</b>	<b>498,845</b>	<b>526,104</b>	<b>554,573</b>	<b>512,523</b>
<b>(b) Boat</b>					
Atlantic Provinces .....	39,064	34,442	37,161	48,000	56,798
Quebec .....	1,086	4,418	1,711	3,872	2,032
Ontario .....	40,790	10,536	9,474	19,380	39,522
Manitoba .....	—	—	—	—	—
Saskatchewan .....	—	—	—	—	—
Alberta .....	—	10	—	—	—
British Columbia .....	26,741	17,157	20,955	24,363	28,763
Yukon .....	—	2	6	41	29
<b>Canada .....</b>	<b>107,681</b>	<b>66,565</b>	<b>69,307</b>	<b>95,656</b>	<b>127,144</b>
<b>(c) Bus<sup>2</sup></b>					
Atlantic Provinces .....	12,960	14,670	17,702	18,815	17,840
Quebec .....	59,560	67,270	76,118	87,071	82,359
Ontario .....	380,175	390,676	391,689	364,492	333,135
Manitoba .....	10,029	17,522	20,257	23,186	21,823
Saskatchewan .....	1,123	1,176	933	756	580
Alberta .....	3,985	4,069	4,760	5,767	5,300
British Columbia .....	95,460	81,695	78,351	87,801	77,065
Yukon .....	—	—	42	110	120
<b>Canada .....</b>	<b>563,292</b>	<b>577,078</b>	<b>589,852</b>	<b>587,998</b>	<b>538,222</b>
<b>(d) Airplane</b>					
Atlantic Provinces .....	3,963	4,669	4,864	5,297	6,452
Quebec .....	22,005	31,106	41,516	49,468	60,560
Ontario .....	43,917	51,629	65,995	79,436	96,369
Manitoba .....	3,588	5,416	3,694	3,868	5,151
Saskatchewan .....	75	146	242	311	469
Alberta .....	1,326	2,104	3,381	5,138	5,903
British Columbia .....	15,504	16,051	19,244	21,493	24,721
Yukon .....	341	394	385	551	831
<b>Canada .....</b>	<b>90,719</b>	<b>111,515</b>	<b>139,321</b>	<b>165,562</b>	<b>200,456</b>

1. Including traffic intransit through British Columbia destined to Yukon.

2. Exclusive of local bus traffic between border communities.

**TABLE 16. Number of Canadians Returning from the United States  
by Month of Re-Entry into Canada, 1949-1953**

Month	1949	1950	1951	1952	1953
<b>(a) Rail (Gross entries)</b>					
January .....	43,365	47,910	42,600	43,679	41,410
February .....	31,095	28,560	29,937	35,942	32,041
March .....	33,095	31,014	48,781	39,940	34,669
April .....	50,606	44,903	38,186	59,039	49,992
May .....	41,185	32,015	38,963	41,871	39,200
June .....	40,583	40,813	39,420	41,418	35,919
July .....	63,410	55,136	56,506	55,763	54,922
August .....	62,795	48,996	59,096	63,980	61,106
September .....	50,020	43,656	49,547	47,391	41,824
October .....	44,495	46,284	45,577	46,155	46,920
November .....	32,622	36,423	35,910	36,297	34,504
December .....	38,843	43,135	41,581	43,098	40,016
<b>Total .....</b>	<b>532,114</b>	<b>498,845</b>	<b>526,104</b>	<b>554,573</b>	<b>512,523</b>
<b>(b) Rail (Net entries)</b>					
January .....	42,766	47,492	42,070	43,227	40,810
February .....	30,637	28,206	29,526	35,533	31,562
March .....	32,595	30,523	48,126	39,531	34,197
April .....	49,786	44,266	37,659	58,288	49,206
May .....	40,245	31,194	38,368	41,298	38,495
June .....	39,641	40,075	38,754	40,802	35,301
July .....	62,045	54,270	55,619	54,980	54,167
August .....	61,765	48,326	58,141	63,115	60,406
September .....	49,102	42,902	48,871	46,796	41,263
October .....	43,741	45,588	44,789	45,603	46,245
November .....	31,882	35,647	35,127	35,634	33,927
December .....	38,012	42,201	40,793	42,321	39,252
<b>Total .....</b>	<b>522,217</b>	<b>490,690</b>	<b>517,843</b>	<b>547,128</b>	<b>504,831</b>
<b>(c) Boat</b>					
January .....	2,618	3,198	3,288	3,010	5,067
February .....	2,363	2,661	3,080	3,439	4,354
March .....	2,506	3,404	3,628	3,310	4,647
April .....	4,279	3,021	4,014	4,283	5,793
May .....	4,667	3,729	4,811	6,255	8,135
June .....	10,303	6,634	5,987	9,070	11,773
July .....	29,580	12,169	10,310	18,246	20,505
August .....	26,238	11,855	12,413	19,572	25,473
September .....	12,683	6,752	8,035	10,461	14,840
October .....	4,716	4,927	5,091	6,435	11,716
November .....	3,820	3,767	4,138	6,066	7,724
December .....	3,908	4,448	4,512	5,509	7,117
<b>Total .....</b>	<b>107,681</b>	<b>66,565</b>	<b>69,307</b>	<b>95,656</b>	<b>127,144</b>

**TABLE 16. Number of Canadians Returning from the United States  
by Month of Re-Entry into Canada, 1949-1953 — Concluded**

Month	1949	1950	1951	1952	1953
<b>(d) Bus<sup>1</sup></b>					
January .....	26,148	28,785	34,888	30,737	27,936
February .....	25,669	27,641	31,509	35,986	26,550
March .....	33,073	35,584	41,497	39,907	32,963
April .....	43,659	45,718	35,314	43,524	41,321
May .....	50,449	45,005	50,272	46,544	49,451
June .....	53,924	53,061	57,304	66,828	57,921
July .....	78,718	72,865	80,207	74,342	70,292
August .....	78,543	82,345	81,411	82,538	71,726
September .....	60,331	56,611	58,021	55,535	50,840
October .....	47,587	51,110	46,872	43,950	43,599
November .....	33,236	38,963	35,646	35,130	33,724
December .....	31,955	39,390	36,911	32,977	31,899
<b>Total .....</b>	<b>563,292</b>	<b>577,078</b>	<b>589,852</b>	<b>587,998</b>	<b>538,222</b>
<b>(e) Airplane</b>					
January .....	5,318	5,613	10,194	11,240	14,841
February .....	5,163	5,936	9,351	11,173	14,304
March .....	7,332	7,872	13,468	14,175	18,223
April .....	9,152	10,786	12,570	15,785	20,938
May .....	8,732	10,158	12,127	12,294	16,978
June .....	8,605	9,437	11,502	14,091	15,357
July .....	8,030	9,414	11,061	13,202	15,513
August .....	8,178	10,635	12,228	14,752	17,356
September .....	9,547	11,050	13,487	15,910	17,657
October .....	8,931	12,182	13,479	17,291	20,245
November .....	6,529	9,598	10,768	13,427	14,718
December .....	5,202	8,834	9,086	12,222	14,326
<b>Total .....</b>	<b>90,719</b>	<b>111,515</b>	<b>139,321</b>	<b>165,562</b>	<b>200,456</b>

1. Exclusive of local bus traffic between border communities.

## Description of Methods

## I. CANADIAN TRAVEL IN THE UNITED STATES

## A. Automobile Traffic

Customs officials stationed at each port of entry between Canada and the United States file with the Dominion Bureau of Statistics a copy of Form E 60 A for each Canadian automobile returning to Canada from the United States. Form E 60 A is a short questionnaire which requests the following information:

1. Number of persons in the automobile.
2. Length of stay in the United States.
3. Amount spent in the United States by all persons in the automobile.

An answer to question (3) is given voluntarily in nearly every case, and questions (1) and (2) are completed by the port officials. During periods of exceptionally heavy traffic at a few of the busier ports there are times when it is not possible to obtain answers to any of the questions. During such periods, however, a plank copy of the form stamped with the name of the port and the date of entry is filed for each returning automobile. In recent years more than 90 per cent of Forms E 60 A have been complete in all respects.

Forms E 60 A are used for two purposes: (1) The number of forms filed per month indicates the number of Canadian cars returning from the United States. Those forms which include an answer to the first question regarding number of persons in the car furnish a sample from which the total number of persons in all cars can be calculated each month.

Those forms which include an answer to the expenditure question furnish a sample of expenditures per car from which the total expenditures of all cars can be calculated each month. Separate records are maintained of the numbers of cars remaining out of Canada for (a) one day, (b) two days, and (c) three days and over, and appropriate sample expenditures are applied to each group.

## B. Other Types of Traffic

Immigration officials stationed at each port of entry between Canada and the United States make a count of all residents of Canada returning from the United States each month, classifying them according to the following means of travel used in returning to Canada:

1. Train
2. Boat
3. Airplane
4. Through bus
5. Other (including automobile, commercial vehicle, local bus, pedestrian, etc.)

Average expenditure per person for each of the first four of these types of traffic are obtained on a sample basis by the use of a questionnaire post card distributed by Immigration officials at the ports. The residual traffic mentioned in the fifth classification above, after an appropriate deduction for automobiles, is given an estimated expenditure value based on observation of local characteristics at some of the more important ports where the amount of expenditures are of some significance.

## II. UNITED STATES TRAVEL IN CANADA

## A. Automobile Traffic

Statistical procedure respecting United States residents entering Canada by automobile has been patterned upon Customs procedure, in accordance with the methods used by the Canadian Customs in permitting entry of such vehicles into Canada.

All automobile traffic is classified in one or other of the following three groups:

1. Non-permit local traffic.
2. Holders of traveller's vehicle permits who do not come within the following special classes:
  - (a) Summer residents
  - (b) Commuters
  - (c) Local permit-holders
 Permit-holders not coming within (a), (b), or (c) above comprise the "Other" permit-holders.

3. Holders of traveller's vehicle permits who come within one or other of the following special classes:

- (a) Summer residents
- (b) Commuters
- (c) Local permit-holders.

The first of these groups, "Non-permit local traffic", consists of cars which are not required to apply for Customs permits. They are restricted to travel within the jurisdiction of the port of entry and may not remain within Canada more than 48 hours. Monthly records of volume and expenditures of this type of traffic are maintained by a procedure similar to that used in the case of Canadian automobiles visiting the United States and described above under IA. The questionnaire which is used in this case, referred to as Form E 49, contains two questions only:

- (a) Number of persons in the automobile.
- (b) Amount spent in Canada by all persons in the automobile.

The American motoring public has responded generously to the use of this form and a satisfactory

expenditure sample has been obtained, although the percentage of completed forms is not as high as in the case of Form E 60 A.

As the use of the Form E 49 is restricted to cars which remain in Canada less than 48 hours, the statistical procedure is somewhat simpler than it is in the case of Form E 60 A where length of stay has to be taken into consideration.

The second group referred to above consists of motorists who are required to apply for a traveller's vehicle permit. They are persons who wish to remain in Canada longer than 48 hours, or to travel beyond the jurisdiction of the port of entry. Permits are issued for specific periods up to a maximum of one year and give a complete record of the visit consisting of the following items:

- (a) Dates of entry and exit
- (b) Ports of entry and exit
- (c) State of registration of the vehicle
- (d) Number of persons in the vehicle.

In addition there is a voluntary expenditure questionnaire requesting the amount spent in Canada by all persons in the automobile, which is generally answered by more than three-quarters of the motorists to whom permits are issued.

The third group referred to above consists of permit-holders who are classed as summer residents, commuters or locals. These are: (1) Americans who have summer residences in Canada, or (2) Persons dwelling in the United States and working in Canada, or (3) residents of border communities, other than summer residents or commuters, who make frequent visits of short duration to Canada. In order to facilitate border crossings by these persons, most of whom are known personally to the border officials, they are issued traveller's vehicle permits good for periods of six months or more, one copy of which they are allowed to retain in their possession until expiry date. When these special types of permits

are finally surrendered the permit-holders are requested to estimate their total expenditures in Canada for the whole period of validity of the permit. In order to have a complete record of all border crossings, however, a record is maintained (by the use of Form E 49) of all intermediate trips made by these special permit-holders, and, after the first one on which the permit is issued, the count of these crossings is included with non-permit local traffic. Thus these special travellers are presented in the volume of travel figures of both the main groups of automobile traffic, which are referred to in (1) and (3) above.

### B. Other Types of Traffic

- 1. Train
- 2. Boat
- 3. Airplane
- 4. Through bus
- 5. Other (including automobile, commercial vehicle, local bus, pedestrian, etc.)

The volume of traffic for each of the classifications shown above is obtained monthly by Canadian immigration officials stationed at the border. In the case of train and through bus traffic, adjustments are made to the total count of passengers on account of intransit traffic moving across Southern Ontario.

Expenditure estimates for each of the first four of these types of traffic are obtained on a sample basis by the use of a questionnaire post card distributed by United States border officials to the travellers on their return to the United States. These cards are addressed to the United States Department of Commerce which calculates average expenditure rates, and the data are made available to the Dominion Bureau of Statistics. The residual traffic mentioned in the fifth classification is handled in the same manner as the residual Canadian traffic returning from visits to the United States. (See above under "1.B").

## III. OVERSEAS TRAVEL

Data on overseas traffic are obtained from two sources: (1) The Canadian Immigration Service furnishes the number of Canadians returning and the number of non-residents entering through Ca-

nadian ocean ports divided into immigrants and non-immigrants. (2) Average expenditure per person is obtained by means of questionnaires.

Note: Further details on description of methods appear on pages 4-9 in "Travel Between Canada and Other Countries, 1949".

**Classifications used in this Report are defined as follows:**

1. "Commercial Vehicles" are trucks used for commercial purposes.
2. Highway Traffic not classified as commercial vehicles consists of automobiles, taxis, motorcycles and bicycles.

3. **Foreign Vehicles Inward**

- (a) Non-Permit Class consists of local vehicles which do not require Customs permits. They are restricted to travel within the jurisdiction of the port and may not remain in Canada more than 48 hours.

Also included are the repeat trips of commuters and others who cross the border frequently on commuting permits. (See below).

- (b) Traveller's vehicle permits are issued to foreign vehicles which remain in Canada longer than 48 hours or which travel beyond the jurisdiction of the port of entry. (Thus a motorist who intends to leave the country at a point other than that of entry must apply for a traveller's vehicle permit).

These permits are usually valid for periods of 60 days or 6 months, but more than 50 per cent of all permits issued each year are used for visits of less than 48 hours.

Also included in this class are commuting permits which entitle the holders to cross the border frequently during the tenure of their permits. Repeat trips after the first, however, are included in the non-permit class, as mentioned above.

4. **Canadian Vehicles Inward**

Canadian vehicles returning to Canada are classified by length of stay depending upon whether they are abroad for more or less than 24 hours.

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Publication is made possible through the co-operation of Customs and Immigration officials across Canada.

Mr. Doe  
in

Canada. Statistics Bureau of



CANADA



TRAVEL BETWEEN CANADA  
AND  
OTHER COUNTRIES  
1954

DOMINION BUREAU OF STATISTICS

International Trade Division

Balance of Payments Section



DOMINION BUREAU OF STATISTICS  
International Trade Division  
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TRAVEL BETWEEN CANADA  
AND  
OTHER COUNTRIES  
1954

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# TRAVEL BETWEEN CANADA AND OTHER COUNTRIES

1954

## Leading Developments in Travel Between Canada and Other Countries

The most prominent change in travel between Canada and other countries during the past year was the increase of nearly 20 per cent in the number of Canadians visiting overseas countries. Expenditures by Canadians in overseas countries reached an unprecedented high of \$69 million in 1954, an increase of \$11 million or 19 per cent higher than the previous year. The increased spending in overseas countries contributed heavily to the aggregate debit balance in travel account with all countries which stands at an all time record of \$80 million. Receipts from overseas countries also gained during the year but at the more moderate rate of 10 per cent accounting for an increase of \$2 million. There was also a gain of approximately 10 per cent in the number of visits by residents of overseas countries.

Expenditures in Canada by residents of the United States were maintained at a level very close to the record of \$282 million in 1953, although the number of visits declined between 1 and 2 million during the year or nearly 6 per cent. In view of the

decline in the number of United States residents visiting Canada during the year, it should be noted that their expenditures were very close to the record, indicating heavier spending by some classifications. The increase of \$2 million in receipts from overseas countries counters a small decline in receipts from the United States leaving the aggregate approximately the same as the previous year.

The number of re-entries by Canadians returning from the United States was practically unchanged from the previous year. A decline of nearly 2 per cent in the first quarter was replaced by slight increases in the remainder of the year leaving the total nearly 32,000 higher than 1953. Expenditures by Canadians travelling in the United States amounted to \$313 million, an increase of approximately 2 per cent or \$6 million higher than the previous year. This increase was uniformly distributed between automobile and non-automobile types of transportation.

STATEMENT 1. Number and Expenditures of United States Travellers in Canada, 1951-1954

Type of transportation	Number of persons				Expenditures			
	1951	1952	1953	1954	1951	1952	1953	1954 <sup>1</sup>
	(Thousands)				(\$ Millions)			
Automobile:								
Non-permit or local traffic.....	9,000	9,085	9,557	9,720	18.8	18.6	21.9	22.8
Customs Permits.....	6,520	6,672	7,316	7,128	132.8	123.9	135.0	127.5
Repeat trips of permit holders .....	2,982	2,811	2,520	2,466	—	—	—	—
<b>Total.....</b>	<b>18,502</b>	<b>18,568</b>	<b>19,393</b>	<b>19,314</b>	<b>151.6</b>	<b>142.5</b>	<b>156.9</b>	<b>150.3</b>
Non-Automobile:								
Rail.....	1,116	1,111	1,026	941	43.6	45.9	43.9	46.2
Boat .....	259	303	326	347	10.5	14.2	14.2	16.8
Through bus.....	407	375	352	335	17.7	18.1	23.0	23.2
Plane .....	175	185	214	238	22.2	21.9	24.9	26.1
Other.....	4,421	5,735	6,714	5,238	12.4	14.4	19.3	18.1
<b>Total .....</b>	<b>6,378</b>	<b>7,709</b>	<b>8,632</b>	<b>7,099</b>	<b>106.4</b>	<b>114.5</b>	<b>125.3</b>	<b>130.4</b>
<b>Grand Total .....</b>	<b>24,880</b>	<b>26,277</b>	<b>28,025</b>	<b>26,413</b>	<b>258.0</b>	<b>257.0</b>	<b>282.2</b>	<b>280.7</b>

1. Subject to revision.

### United States Travel Expenditures in Canada by Types of Transportation

An examination of United States travel expenditures in Canada during 1954 indicates that although the level of total expenditures was maintained, the pattern established the previous year did not continue. In 1953 automobile and non-automobile expenditures increased in the same proportion whereas in 1954 automobile expenditures declined but non-automobile were higher than the previous year. Expenditures of persons travelling in Canada by automobile were nearly \$7 million lower than the previous year, a decline of approximately 4 per cent, but persons travelling by other means of transportation spent \$5 million more than the previous year, a gain of 4 per cent.

The total number of non-resident automobiles entering Canada during 1954 was 8.1 million, a decline of over 1 per cent when compared with 1953. The non-permit or local class declined less than 1 per cent but the decrease in the number of automobiles travelling on customs permits amounted to more than 2 per cent. Although the volume of non-permit automobile traffic declined slightly during the year the expenditures were nearly \$1 million greater due to higher averages per car in the last six months of the year. Expenditures of the customs permit traffic declined to a greater extent than the volume due to lower averages per car particularly in July and August when the volume was heaviest.

#### STATEMENT 2. Average Declared Expenditure per Car of Non-Resident Motorists Travelling in Canada on Customs Permits, by Class of Permit, 1950-1954

Class of permit	1950	1951	1952	1953	1954
	\$	\$	\$	\$	\$
Commuter .....	311.90	288.16	320.25	301.23	302.60
Summer resident.....	299.11	345.66	322.36	315.79	368.29
Local.....	91.86	131.57	117.85	81.59	56.15
Other (See statement 3 for detail).....	60.29	57.25	51.92	53.63	52.16

Statement 2 reveals that average expenditures did not follow the same trend for all classes of customs permit travel. There was a substantial increase in expenditures reported by summer residents while reports for the local classification indicated that averages were considerably lower. More moderate changes were reported by commuters and the "other" classification. The volume of special

classifications was slightly higher in the aggregate but expenditures were somewhat lower due to lower expenditure per car reported by the local class and a decline in volume of the summer resident class. With the exception of the Atlantic provinces average expenditures of the important "other class" which contains most summer tourists entering by car were lower in 1954 as revealed in Statement 3.

#### STATEMENT 3. Average Declared Expenditure per Car of Non-Resident Motorists Travelling in Canada on Customs Permits<sup>1</sup> by Province of Exit 1950-1954

Province of Exit	1950	1951	1952	1953	1954
	\$	\$	\$	\$	\$
Atlantic Provinces .....	82.62	78.62	72.61	80.18	80.53
Quebec .....	62.52	59.87	55.07	57.05	52.25
Ontario .....	51.09	48.11	42.07	39.90	38.08
Manitoba .....	93.84	80.88	71.89	73.45	67.44
Saskatchewan.....	92.01	91.07	83.86	96.50	89.77
Alberta .....	143.57	126.53	114.31	116.23	109.34
British Columbia .....	80.38	84.91	84.11	93.29	89.62
<b>Total (See table 1 for 1954 analysis).....</b>	<b>60.29</b>	<b>57.25</b>	<b>51.92</b>	<b>53.63</b>	<b>52.16</b>

1. Exclusive of commuters, summer residents and locals.

Boat traffic accounted for a greater increase than other classifications within the non-automobile traffic. Expenditures of persons arriving by boat were \$2.6 million heavier than the previous year due to an increase in volume and higher averages per person. With the exception of 1946 and 1947 expenditures for this type of traffic were at an all time high of \$16.8 million. The average length of stay reported was some 20 per cent longer in 1954.

After a temporary decline in 1953 expenditures of travellers by rail advanced \$2.3 million to the highest figure since 1949. Expenditures reported were consistently higher for each quarter and averaged a 10 per cent increase over the previous year. After making deductions for intransit traffic across Southern Ontario the volume was approximately 4 per cent lower than in 1953.

Travellers arriving by aeroplane accounted for \$1.2 million of the increase in non-automobile expenditures. Averages reported were 6 per cent lower than the previous year but the number of

visitors entering Canada by this type of transportation was nearly 12 per cent greater. Shorter visits were reported by plane passengers but expenditures reached a record of \$26.1 million.

Travellers by bus accounted for a small portion of the increase over 1953 as expenditures showed little change. Averages reported were 3 per cent higher but the volume was 2 per cent lower. The average length of visit reported by bus travellers was practically unchanged from the previous year.

Travellers not referred to above are grouped as a residuary classification known as "Other Travellers". This group includes persons proceeding on foot and by ferry, taxi, motorcycle, bicycle and local bus. Expenditures for this group declined sufficiently to counter the increase reported for plane passengers. A substantial decrease was recorded in the number of other travellers, but average expenditures were slightly higher. Included in the expenditures of this classification are passenger fares earned by Canadian companies carrying residents of the United States overseas.

#### Analysis of United States Motor Traffic to Canada by State of Origin

In order to simplify the analysis of automobile traffic to Canada the states have been grouped by regions as shown in Table 5. The North-Eastern States comprising the area from Pennsylvania to Maine remain as the most important group supplying nearly half the automobiles travelling on customs permits but the proportion they represent of the total declined from 48 per cent in 1950 to 45 per cent in 1954. The North-Western border states of Minnesota, Montana and North Dakota were the only group to increase their importance as a source of automobile traffic during the past year.

The importance of the different regions as a source of automobile expenditures is slightly different from their importance as a source of volume. In 1954 the North-Eastern and Great Lakes States contributed 77 per cent of the volume and 71 per cent of the expenditures, the same relationship as in the previous year. The North-Western States make up the same proportion of both volume and expenditures, namely, 4 per cent. The West Coast States made up 11 per cent of the volume and 14 per cent of expenditures, and the remaining states made up 11 per cent of the expenditures but only 8 per cent of the volume of traffic. Table 6 reveals an average expenditure of \$85.45 per car for the states and other countries not specified, whereas the average rate of expenditure for each of the other regions is as follows: North-Eastern \$54.29; Great Lakes \$47.07; North-Western \$54.97 and the West Coast States \$70.20 per car.

The uniformity in range of average expenditures from year to year continued in 1954. With the exception of New Jersey and Wisconsin, average expenditure rates from year to year for each of the states shown in Table 6 varied less than \$12 per visit during the five year period from 1950 to 1954. In contrast to the two states mentioned, the greatest variation for the state of Washington during the same period amounted to \$3.58. The uniformity thus reflected for the various states indicates some stability in travel behaviour by residents of each of the states and the influence of their proximity to the border upon the nature of their visits and expenditures.

The average length of stay for cars (including commuters, summer residents and locals) originating in the North-Eastern States amounted to 6.13 days in 1954, a slight increase from the year before. Expenditures per day, on the other hand, were slightly lower, averaging \$8.86 per car compared with \$9.22 in 1953. The average length of stay for cars originating in this area varied from 3.85 days for cars registered in New Hampshire to 7.35 days for cars from the state of New York. Average expenditure rates per car per day varied from \$3.24 for cars originating in Vermont to \$17.49 for cars registered in New Jersey. Average expenditure per car per day was lowest for this group of states but the average visit, with the exception of the residual states included in "other", was longer.

Cars originating from the area bordering the Great Lakes stayed 4.88 days in Canada and spent approximately \$9.64 per car per day in 1954. The length of stay varied from 4.40 days for Michigan cars to 6.17 days for cars registered in Ohio. Average expenditure rates per day varied from \$7.02 for cars from Michigan to \$14.13 for cars originating in Wisconsin. Average expenditure per car irrespective of a per car per day basis was lowest for this group due to their length of visit, being shorter than for all other groups.

The average length of stay was more uniform for automobiles from the North-Western States, varying from 5.07 days for cars registered in Minnesota to 5.53 days for cars from North Dakota. Average expenditure per car per day varied from \$7.69 for cars registered in North Dakota to \$11.85 for cars from Montana. Considering the three states as a unit the average length of visit in 1954 was 5.21 days and the average expenditure per car per day amounted to \$10.54.

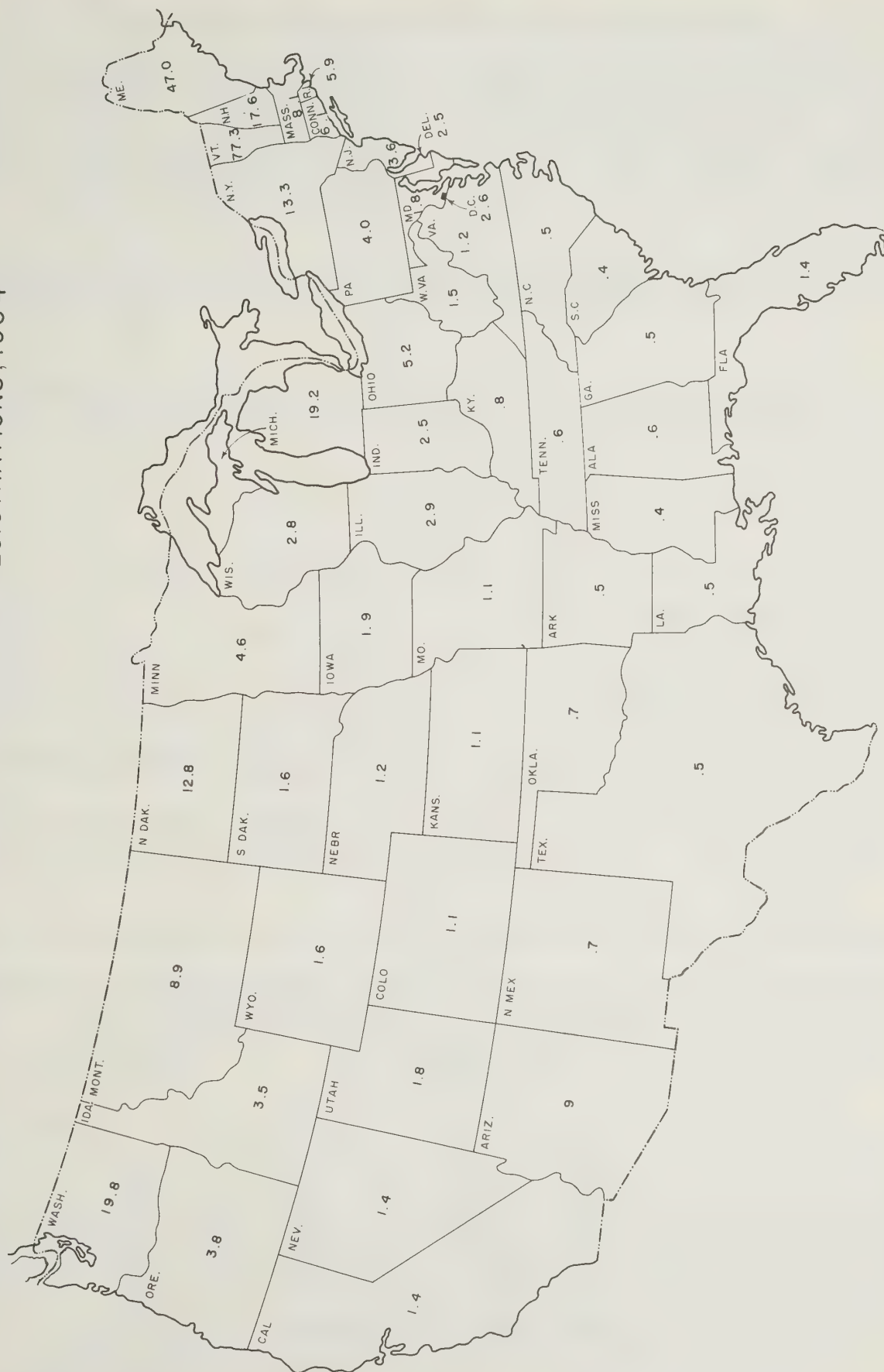
Cars from the West-Coast states of California, Oregon and Washington normally spend more per day than any of the other groups analyzed. Although the average expenditure per visit is lower than states included in the residue, the average per day is considerably higher. In 1954 the average length of visit for the group was 4.97 days and the average expenditure per car per day amounted to \$14.13. Length of stay varied from 3.99 days for cars from Washington to 7.04 days for cars from California. Expenditures per day varied from \$13.25 for Washington cars to \$16.29 for cars originating in Oregon. Although the average expenditure per car is higher for vehicles registered in California, on a per day basis it is higher for the Oregon cars. Cars originating in the states not specified above stayed 6.80 days in Canada and spent \$78.45 per

visit or \$11.53 per car per day. Further details on average expenditure per car per day for the states not specified are shown in Table 7.

Table 3 classifies all automobiles travelling on customs permits in Canada by province of entry and state or country of registration. Similar information appears in Table 4 but limited to visits lasting over 48 hours and excludes the special classes referred to as commuters, summer residents and locals. This group should have little effect on a comparison of the two tables as they constitute less than 1 per cent of the total. Visits recorded in Table 4 amounted to 43 per cent of the number listed in Table 3 indicating that the balance, namely, 57 per cent of the cars entering Canada on customs permits, remain less than 48 hours. This relationship between long and short-term visits has been constant during the past four years, with minor changes appearing in some of the provinces. In 1954 the proportion of long-term visits increased in the three Atlantic provinces appearing in column 1, and decreased in the prairie provinces of Manitoba, Saskatchewan and Alberta.

In Map 1 the number of cars travelling on customs permits in Canada is given as a percentage of the number of automobiles registered in the state. Normally states close to the border have a higher proportion of entries to registrations with entries from Vermont amounting to over 77 per cent of the registrations, followed by Maine with 47 per cent and Washington with nearly 20 per cent. The border states with the lowest proportion of entries to registrations are Wisconsin, Idaho, and Pennsylvania although Minnesota and Ohio also have a low percentage of registrations travelling in Canada. In 1953 the proportion of entries to registrations for all states stood at 5.3 per cent declining to 5.1 per cent of the registrations in 1954.

# NON-RESIDENT AUTOMOBILES TRAVELLING ON CUSTOMS PERMITS IN CANADA AS PERCENTAGE OF PASSENGER CAR REGISTRATIONS, 1954



TOTAL STATES 5.1

## Analysis by Ports of Entry and Exit Including Intransit Automobile Traffic

The analysis of the customs permits surrendered during the four months from June through September showed little change in the pattern of previous years. This includes the period during which most of the pleasure travel to Canada is concentrated. As pointed out in previous years this study understates the total volume of travel

between the different provinces and between different border regions in Ontario to the extent that cars enter and leave by the same province after visiting other provinces, or enter and leave by the same region in Ontario after visiting other regions within the province. Figures presented in Statements 4 and 5 should be considered as minimum interregional and interprovincial travel.

STATEMENT 4. Selected Routes Within Ontario Followed by Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada During the Four Months June to September 1951-1954

Route	Number of cars				Percentage of entries via all ports in Ontario			
	1951	1952	1953	1954	1951	1952	1953	1954
Between: St. Clair, Detroit River Ports and Fort Erie, Niagara Falls .....	268,861	268,927	298,995	286,282	27.8	27.8	27.9	27.4
Fort Erie, Niagara Falls and St. Lawrence River Ports in Ontario.....	35,046	36,270	39,823	36,124	3.6	3.7	3.7	3.5
St. Lawrence River Ports in Ontario and Province of Quebec .....	28,306	28,595	29,025	25,775	2.9	3.0	2.7	2.5
St. Clair, Detroit River Ports and St. Lawrence River Ports in Ontario.....	10,012	10,354	11,787	10,951	1.0	1.1	1.1	1.0
Sault Ste Marie and St. Clair, Detroit River Ports .....	8,583	8,374	10,369	10,343	0.9	0.9	1.0	1.0
Sault Ste Marie and Fort Erie, Niagara Falls .....	6,827	7,782	8,558	8,237	0.7	0.8	0.8	0.8
<b>Total of above.....</b>	<b>357,635</b>	<b>360,302</b>	<b>398,557</b>	<b>377,712</b>	<b>36.9</b>	<b>37.3</b>	<b>37.2</b>	<b>36.2</b>

1. Exclusive of commuters, summer residents and locals.

STATEMENT 5. Minimum Inter-Provincial Travel of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada During the Four Months June to September 1951-1954

Province of Entry	American cars leaving Canada by a Province Other than that of Entry				Percentage of all cars leaving Province			
	1951	1952	1953	1954	1951	1952	1953	1954
Atlantic Provinces .....	6,334	6,872	7,266	6,929	6.7	7.1	7.5	6.7
Quebec .....	37,979	38,068	41,501	36,781	14.8	15.0	16.1	14.1
Ontario .....	57,618	57,067	62,734	55,965	6.0	5.9	5.9	5.5
Manitoba .....	5,047	5,622	5,713	5,832	21.2	21.8	22.0	19.8
Saskatchewan .....	1,502	1,798	2,057	2,236	12.4	13.6	15.4	17.1
Alberta .....	12,179	14,680	16,052	15,602	40.1	43.2	45.5	48.1
British Columbia .....	9,816	8,714	10,899	11,695	6.3	5.4	6.5	6.8
<b>Total .....</b>	<b>130,475</b>	<b>132,821</b>	<b>146,222</b>	<b>135,040</b>	<b>8.5</b>	<b>8.5</b>	<b>8.7</b>	<b>8.3</b>

1. Exclusive of commuters, summer residents and locals.

The popularity of the various routes shown in Statement 4 remained fairly constant during 1954 with the route between Fort Erie, Niagara Falls and the St. Clair-Detroit River Ports carrying the heaviest volume of traffic. Perhaps the chief significant change is the decline in importance of the main routes during the past year. In 1954 the routes referred to in Statement 4 accounted for 36.2 per cent of all cars entering Ontario compared with 37.2 per cent in 1953 and 37.3 per cent in 1952.

The trend in the minimum interprovincial travel was toward a decreasing number of cars leaving Canada by a province other than that of entry. In 1951 and 1952 approximately 8.5 per cent of all foreign cars left Canada by a province other than

that of entry in the four months from June to September inclusive. In 1953 around 8.7 per cent left by a different province but in 1954 the number declined to 8.3 per cent recording a decline in the minimum interprovincial travel and indicating the possibility of a decrease in interprovincial travel by this class of traffic.

Statement 6 reveals a further increase in the volume of intransit travel through Ontario in 1954. Although the steady increase in this type of traffic had been halted in 1953 with the proportion remaining at the 1952 level, the volume in 1954 rose slightly to 26.4 per cent of the total, the highest intransit figure on record. In 1945 the intransit traffic across Southern Ontario amounted to 20.5 per cent of the total.

**STATEMENT 6. Number of Non-Resident One and Two-Day Automobiles Travelling on Customs Permits<sup>1</sup> Intransit Between Selected Border Points in Ontario, 1950-1954**

Border points	1950	1951	1952	1953	1954
Fort Erie—Windsor .....	115,297	121,358	115,246	126,079	125,932
Niagara Falls—Windsor .....	92,148	102,816	110,061	123,225	112,065
Fort Erie—Sarnia .....	31,384	35,129	36,323	39,384	43,230
Niagara Falls—Sarnia .....	61,019	71,935	80,979	97,589	100,867
<b>Total of above .....</b>	<b>299,848</b>	<b>331,238</b>	<b>342,609</b>	<b>386,277</b>	<b>382,094</b>
<b>Total number of cars<sup>1</sup> entering Ontario irrespective of length of visit .....</b>	<b>1,184,577</b>	<b>1,291,475</b>	<b>1,312,231</b>	<b>1,481,801</b>	<b>1,446,732</b>
Intransit traffic as percentage of total traffic .....	25.3	25.6	26.1	26.1	26.4

1. Exclusive of commuters, summer residents and locals.

**STATEMENT 7. Distribution of United States Travel Expenditures in Canada by Province of Entry, 1950-1954**

Province of entry	Percentage of total				
	1950	1951	1952	1953	1954 <sup>2</sup>
Atlantic Provinces <sup>1</sup> .....	8.7	8.6	7.8	8.1	7.9
Quebec .....	19.8	19.1	18.3	18.6	18.1
Ontario .....	50.4	49.8	50.6	51.5	50.5
Manitoba .....	2.9	2.4	2.6	2.5	2.6
Saskatchewan .....	1.4	1.5	1.7	1.8	1.9
Alberta .....	3.3	3.3	3.5	2.9	2.8
British Columbia .....	13.5	15.3	15.5	14.6	16.2
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

1. Entering mainly through ports in New Brunswick.

2. Subject to revision.

### Receipts from United States Travellers in Canada by Province of Entry

Although it is impossible to give an accurate breakdown of receipts from American travellers according to the province in which expenditures are made, estimates based on province of entry are presented in Statement 7. Data appearing in this statement are not intended to accurately measure expenditures within the province concerned and no allowance is made for Americans travelling from one province to another after they have entered Canada. The distribution is presented in the form of percentages of the total expenditures in order to

make comparisons with other years. In comparing 1954 with the previous year it will be noted that the provinces of Manitoba, Saskatchewan and British Columbia benefited by an increased share of the total while the remaining provinces accounted for a smaller portion. Statement 7 also reveals that the position of Saskatchewan has steadily improved during the five year period from 1950 through 1954. A comparison of the average length of stay for automobile traffic covered by customs permits and the average expenditure per car per day on a provincial basis appears in Statement 11.

### Receipts from United States Travellers in Canada During 1954, Classified by Length of Stay in Canada

Short-term visits continue to account for between 84 and 85 per cent of the total volume of traffic entering Canada but their low average expenditure is responsible for diminishing their importance as a source of receipts from travel. In 1954 they contributed 21 per cent of the expenditures of United States travellers in Canada, the same proportion of the total as the previous year.

In Statement 8 visits of two days or less are grouped under one section as "Short-term traffic" and visits of longer duration are designated as "Long-term traffic". Approximately 4.2 million visits were of over 48 hours duration accounting for nearly 16 per cent of the total but a decline of between 1 and 2 per cent in volume when compared with 1953. Expenditures of this group were down less than 1 per cent but their importance in the aggregate was maintained on a level with the previous year.

Tables 1 and 1A show the pattern of American automobile traffic in Canada for 1954 in considerable detail according to length of visit. A comparison with similar tables prepared in previous years indicates little change in the general behaviour. The average length of stay for automobiles staying 15 days and over in Canada during 1954 stood at 43.2 days an increase of over 2 days or nearly 6 per cent when compared with the previous year. This had the effect of increasing the average length of stay in the aggregate from 4.58 to 4.69 days the highest average since 1950. The average length of visit for groups staying 3-7 days and 8-14 days remained constant with the two previous years. An examination of the average length of visit during the past eight years (excluding special groups such as summer residents and commuters, etc.) reveals the following:

Year	Average length of visit in days
1947 .....	5.39
1948 .....	5.28
1949 .....	4.99
1950 .....	4.80
1951 .....	4.51
1952 .....	4.62
1953 .....	4.58
1954 .....	4.69

A higher portion of the traffic came within the one day and the fifteen day and over groups in 1954 and a smaller part in all other groups as revealed in Statement 9. In spite of the higher percentage of one day traffic the increased length of stay and higher proportion in the fifteen day and over classification was sufficient to counter the effect of the one day classification and give a

longer visit in the aggregate for all traffic. Although the length of stay increased in the fifteen day and over classification the average expenditure per day was considerably lower in 1954. Average expenditure per car per day was lower in all classes listed in Statement 10 varying from a decrease of nearly 10 per cent in the fifteen day and over classification to a decline of less than 1 per cent in the two day class.

**STATEMENT 8. Expenditures of United States Travellers in Canada by Length of Stay, 1954**

Mode of travel	Number of persons	% of grand total	Expenditures <sup>1</sup>	% of grand total
Short term traffic:				
Automobile:				
Non-permit or local traffic.....	9,719,903	36.80	22,795,343	8.12
Customs permit holders:				
Commuters.....	7,176	0.03	943,996	0.34
Locals.....	17,433	0.07	456,912	0.16
Repeat trips.....	2,465,613	9.33	—	—
Other:				
1 day's stay.....	2,681,225	10.15	6,407,692	2.28
2 day's stay.....	1,509,759	5.72	10,067,166	3.59
Rail, intransit.....	508,960	1.93	—	—
Bus, intransit.....	56,060	0.21	168,180	0.06
Aeroplane, intransit.....	8,351	0.03	25,053	0.01
Other travellers (pedestrians, local bus, etc.)...	5,237,187	19.83	18,145,294	6.47
<b>Total.....</b>	<b>22,211,667</b>	<b>84.10</b>	<b>59,009,636</b>	<b>21.03</b>
Long term traffic:				
Automobile:				
Customs permit holders:				
Summer Residents.....	18,681	0.07	3,068,949	1.09
Other:				
More than two day's stay.....	2,893,880	10.96	106,540,465	37.96
Rail.....	432,207	1.63	46,215,588	16.47
Bus.....	279,136	1.06	22,994,854	8.19
Aeroplane.....	230,117	0.87	26,035,394	9.28
Boat.....	346,877	1.31	16,773,688	5.98
<b>Total.....</b>	<b>4,200,898</b>	<b>15.90</b>	<b>221,628,938</b>	<b>78.97</b>
<b>Grand Total.....</b>	<b>26,412,565</b>	<b>100.00</b>	<b>280,638,574</b>	<b>100.00</b>

**STATEMENT 9. Average Visit of Non-Resident Motorists Travelling in Canada on Customs Permits<sup>1</sup>  
Classified as a Per Cent of Total Entries, 1952-1954**

Length of stay (Days)	Average length of stay			Per cent of total entries		
	1952	1953	1954	1952	1953	1954
1.....	1	1	1	34.8	35.1	35.4
2.....	2	2	2	21.4	21.8	21.7
3-7.....	4.3	4.3	4.3	30.6	30.1	29.9
8-14.....	9.9	9.9	9.9	9.2	9.1	9.0
15 and over.....	41.0	40.9	43.2	4.0	3.9	4.0
<b>Total.....</b>	<b>4.62</b>	<b>4.58</b>	<b>4.69</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

1. Exclusive of commuters, summer residents and locals.

**STATEMENT 10. Average Expenditures of Non-Resident Motorists Travelling in Canada  
on Customs Permits<sup>1</sup> Classified by Length of Visit, 1952-1954**

Length of stay (Days)	Percent of total expenditures			Average expenditure per car per day			Percent change in average exp. per car per day in 1954
	1952	1953	1954	1952	1953	1954	
	%	%	%	\$	\$	\$	%
1 .....	5.0	5.1	5.2	7.53	7.55	7.43	- 1.6
2 .....	8.0	7.8	8.0	9.68	9.41	9.33	- 0.9
3- 7 .....	42.1	41.9	41.8	16.74	17.03	16.64	- 2.3
8-14 .....	26.3	26.4	26.1	14.91	15.31	14.85	- 3.0
15 and over .....	18.6	18.8	18.9	5.92	6.13	5.54	- 9.6
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>11.23</b>	<b>11.42</b>	<b>10.83</b>	<b>- 5.2</b>

1. Exclusive of commuters, summer residents and locals.

Statement 11 presents an analysis of the automobile traffic in Canada by province of exit. Cars leaving Canada through ports in Saskatchewan remained longer in Canada than cars leaving by any other province although their expenditures were not as high as cars leaving through ports in Alberta. The greater length of visit not being accompanied by a corresponding increase in average expenditures accounted for an average expenditure per car per day of \$8.52, the lowest for any of the provinces. Cars leaving Canada through ports in Ontario and Quebec had been in Canada an average of 4.4 days

the shortest stay for any of the provinces. Although the length of visit in Ontario and Quebec was identical the average expenditures per car were lower in Ontario also the average expenditure per car per day. The high percentage of apparently in-transit traffic over routes in Southern Ontario is a decisive factor in lowering the average expenditure per car per day for the province. The highest average expenditure per car per day occurred in British Columbia, but the comparatively shorter visit had the effect of keeping the average for the province somewhat lower than the average for Alberta.

**STATEMENT 11. Average Expenditures of Non-Resident Motorists Travelling in Canada  
on Customs Permits<sup>1</sup> Classified by Province of Exit, 1954**

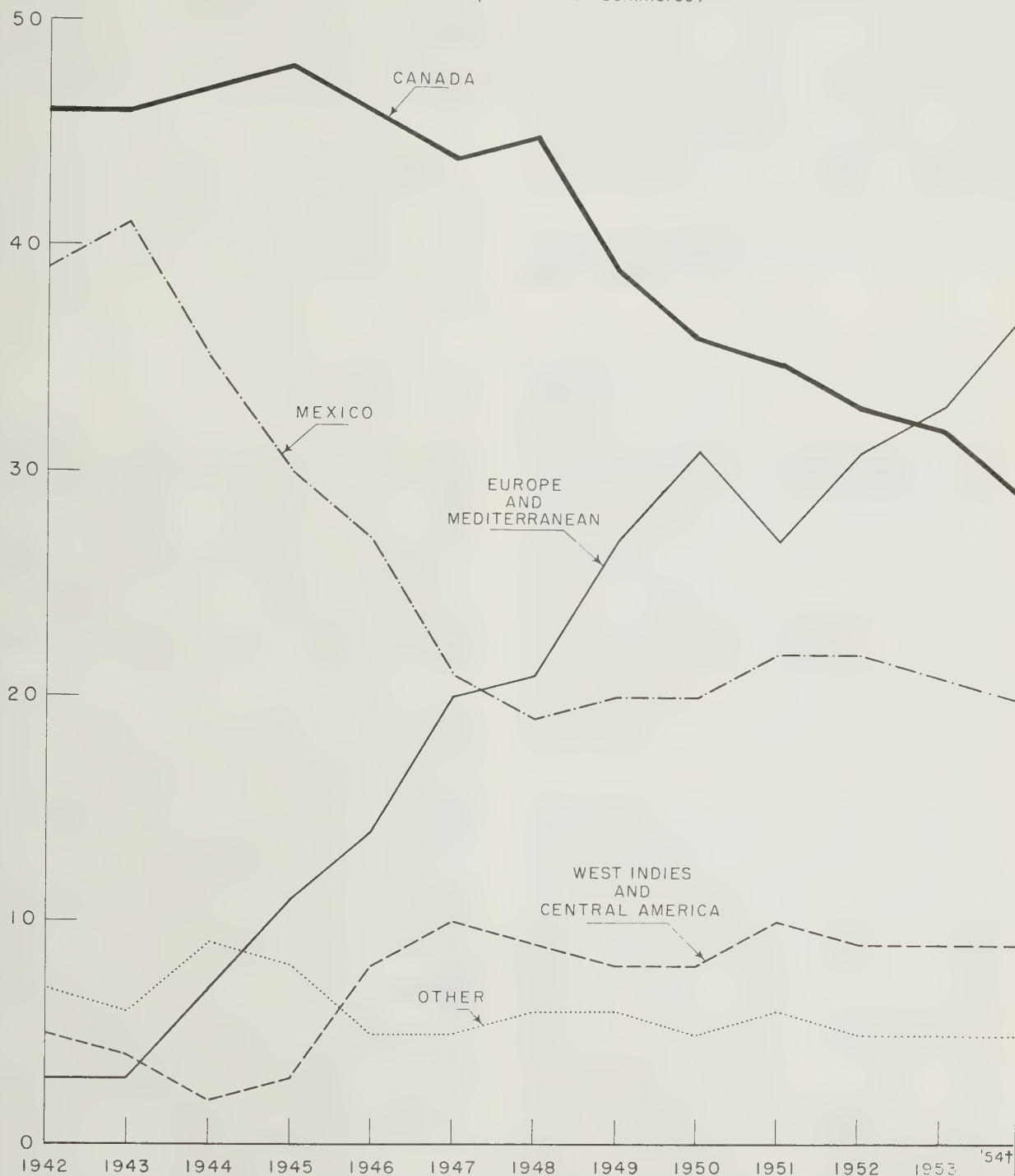
Province of exit	Length of stay (Days)	Average expenditure per car per day
Atlantic Provinces .....	6.0	12.28
Quebec .....	4.4	12.37
Ontario .....	4.4	9.00
Manitoba .....	5.9	11.11
Saskatchewan .....	10.5	8.52
Alberta .....	7.6	15.02
British Columbia .....	4.8	16.16
<b>Canada .....</b>	<b>4.7</b>	<b>10.83</b>

1. Exclusive of commuters, summer residents and locals.

# DISTRIBUTION OF TRAVEL EXPENDITURES\* IN FOREIGN COUNTRIES BY RESIDENTS OF THE UNITED STATES 1942-1954

(United States Department of Commerce)

PERCENTAGE  
OF TOTAL



\* EXPENDITURES ARE EXCLUSIVE OF PAYMENTS TO OVERSEAS COUNTRIES FOR TRANSPORTATION TO AND FROM THE UNITED STATES

† DATA FOR 1954 ARE SUBJECT TO REVISION

### Distribution of Travel Expenditures by Residents of the United States in Foreign Countries

Residents of the United States spent more on travel outside their own country in 1954 than any previous year according to the United States Department of Commerce. Expenditures on travel in countries outside the United States surpassed the previous record established in 1954 by \$63 million or approximately 7 per cent. As in the case of Canadian travel abroad there has been a continued growth in United States travel overseas while travel to border countries has remained comparatively stable. For the second year in succession Canada received a smaller portion of United States travel expenditures in other countries than Europe and the Mediterranean area, with the difference widening considerably.

In 1954 European and Mediterranean countries received 37 per cent of all expenditures on travel in other countries by residents of the United States

compared with 33 per cent in 1953. During the same year Canada received 30 per cent compared with 32 per cent in the previous year and Mexico received 20 per cent as compared with 21 per cent in 1953. The West Indies and Central America maintained their share at 9 per cent of the total and the remaining 5 per cent was divided between South America and other overseas countries.

Another factor influencing the expenditures by residents of the United States in other countries is the amount of money spent on travel within their own country. Although comparable statistics are not available there are clear indications of increased expenditures on travel within the United States. This development of travel by Americans at home cannot help but lead to the conclusion that expenditures on travel in Canada have not kept pace with expenditures on vacations and travel within the United States.

### Method of Calculating International Travel Expenditures

Travel movements in Canada are of such a variety that any attempt to apply a rate of expenditure uniform to all types of traffic would give a product that would be very unreliable. This is because a high percentage of the travel in North America is of a short-term nature particularly in the flexible automobile classification, which ordinarily accounts for over two thirds of the non-resident border crossings between Canada and the United States. Only 15 per cent of this traffic remains over 48 hours in Canada and the percentage of motorists staying more than a week in Canada is between 4 and 5 per cent. The average length of stay for non-automobile traffic in Canada during 1954 was less than one week.

Travel of this nature between Canada and the United States should not of course be compared with overseas travel between North America and Europe as it is of an entirely different type. Travel to overseas destinations is usually taken by a higher income group and includes a much smaller percentage of family travel than the automobile crossings between Canada and the United States. Transportation costs alone are high in overseas travel and the duration of the visit is inclined to be longer and usually taken infrequently. In 1954 the average Canadian traveller to Europe stayed approximately two months and spent over \$500 abroad, exclusive of transportation, whereas, Canadians travelling in the United States by public means of transportation spent less than 12 days and the average length of stay abroad for Canadian automobiles was 1.5 days. The average length of stay for all American automobiles in Canada including the non-permit class is approximately two days. Factors like this must be carefully weighed

in all calculations of expenditures in Canada's international travel account. It should also be pointed out that data in this report refer to international travel and include all types of non-immigrant travellers resident in countries other than Canada. They include expenditures of persons travelling for holiday; vacation or health; business or education; visits to relatives or friends also commuters and summer residents. Persons travelling intransit are only included to the extent that international expenditures are involved.

In estimating travel expenditures in Canada by non-residents, separate average expenditure rates per person or per vehicle are applied to the volume of various types of relatively homogeneous traffic. Average expenditure rates are obtained by sample questionnaires and figures on volume of traffic are based on a count made by Canadian customs and immigration officers of all non-residents of Canada as they enter the country. The total number of border-crossings by non-residents in 1954 amounted to over 26 million persons. Due to the heterogeneous nature of the traffic it is necessary to sort out heavy spending categories from light spending categories and to apply suitable expenditure rates to the volume of each type of travel. If the traffic were uniform in character it would not be necessary to do this and an average expenditure rate could be applied to all persons. Unfortunately a procedure of this simplicity would be highly unsatisfactory if applied to traffic of such a wide variety. Non-resident traffic entering Canada is made up of many types of visitors, varying from the casual visitor who may spend an hour or two in Canada to visitors who spend several months or purchase ocean transportation from Canadian carriers.

Where possible, classifications of traffic already in use by Canadian customs and immigration officials are made use of and supplementary procedures are used where existing classifications do not provide a suitable breakdown of traffic. Separate records of arrivals are maintained by immigration officials according to country of last residence and type of transportation. This enables a segregation of overseas travellers, who normally stay longer in Canada, from United States travellers whose visits are shorter on average. The cost of ocean transportation paid to Canadian carriers is included when estimating expenditures of visitors from overseas countries in Canada.

Immigration officials classify entries from the United States according to port of entry and type of transportation as follows: train, boat, through bus, aeroplane and a residual classification including entries via automobile, commercial vehicle, local bus, pedestrians, etc. Automobile traffic is treated separately from the balance of the residual group and examined in detail. Customs regulations require the use of a traveller's vehicle permit for all vehicles which remain in Canada longer than 48 hours or which travel beyond the jurisdiction of the port of entry. This is the most important of all types of traffic and is subjected to a very thorough examination. Principal items appearing on the permits are transferred to mechanical tabulation cards which enables a detailed analysis of this type of traffic. Heavy spending groups such as commuters and summer residents are sorted out and appropriate rates of expenditure applied. Statement 2 shows the wide variation in average expenditure rates for the various types of automobile traffic travelling on customs permits and the necessity of treating heavy spending groups separately from the others. The remaining permits are subjected to a further breakdown by which the large number of cars staying one day and two days are handled separately from the smaller number which stay for longer visits. Table 1 reveals that well over 50 per cent of the foreign automobiles travelling on customs permits come within the one and two day class; also the average expenditures for this group are of such a nature, to necessitate treating the one and two day groups apart from the three days and over, in view of the volume involved. Average expenditure rates are compiled on a provincial basis in order to estimate a figure as accurate as possible, with Statement 3 revealing the necessity for treating each province individually. The source of the average expenditure rate is the question on the back of the traveller's vehicle permit, which asks how much was spent in Canada for all purposes such as: gas, oil, repairs, lodging, food, beverages, merchandise, amusements, etc. Although this is a voluntary question an answer is given on over 60 per cent or approximately 1.5 million permits covering some 4½ million travellers.

The remainder of the non-resident automobiles referred to as the non-permit class are in reality local traffic. They do not require a customs permit

but are restricted to travel within the jurisdiction of the port of entry and may not remain longer than 48 hours in Canada. The volume of this type of traffic is very heavy accounting for over 12 million persons in 1954 but the rate of spending is low due to the short visit and the local nature of the traffic, and is treated separately from the permit type. Separate samples of expenditures by this group of visitors have also been obtained directly.

Persons arriving by non-automobile carriers are classified by the type of transportation used: namely train, boat, through bus and plane. Sample expenditures are collected by the United States Department of Commerce on their return and the average rates for each type of traffic are furnished to the Dominion Bureau of Statistics along with other data collected. The rates obtained in this manner are then applied to the corresponding classification of traffic after additional adjustments are made on the volume figures.

More than half the non-residents entering Canada by rail are travelling intransit on American railroads and merely taking the most direct route between Detroit and Buffalo. These intransits in 1954 numbered 509,000 but their expenditures can be considered negligible as they have little opportunity to leave the trains and spend money. Boat traffic is exclusive of ferry traffic across rivers or other short distances of water separating Canada and the United States. It consists principally of passengers carried by the ships operating between Vancouver-Victoria and the United States on the Pacific Coast, also traffic entering Ontario and the Atlantic Provinces which is more seasonal in nature. Appropriate rates are used for each region according to the type of traffic, with further refinements on ports carrying special traffic. Bus traffic is exclusive of local bus traffic operating between border communities such as Windsor and Detroit. Passengers travelling across southern Ontario have more opportunity to spend money than intransit rail passengers and are credited with spending a nominal rate much lower than the regular bus traffic. With regard to plane traffic a small deduction is made for passengers flying intransit between the United States and Alaska. Intransit plane passengers are likewise given a rate much lower than the regular plane traffic. All United States travellers to Canada not already referred to are grouped into a residual class called "Other Travellers". It includes persons proceeding on foot or by ferry, taxi, motorcycle, bicycle or local bus. This group is also treated separately as the average rate of expenditure is much lower than for other types.

With regard to travel from overseas countries the number of persons is small compared to the volume of traffic from the United States. The average duration of stay, however, is much longer than visits from the United States and the cost of ocean transportation involves substantial expenditures. In 1954 approximately 34 per cent of the visitors from overseas countries arrived on Canadian carri-

ers. Average expenditures vary from a few hundred dollars from the West Indies to substantial amounts for residents of distant countries like Australia and New Zealand.

To summarize, it should be emphasized that any uniform system or simple average applied to such a heterogeneous mass of travellers (over 26 million border crossings in 1954) would give a figure that would be of little value.

Principles followed in estimating Canadian travel expenditures outside of Canada are essentially similar to those described above for estimating the travel expenditures in Canada of non-residents. In this case there is also a heavy volume of traffic of great diversity. Records of the number of Canadians returning from the United States and from overseas are collected for the various means of transportation by border officials. Here, too, in the case of automobiles the traffic is subjected to

a more extended examination because of its diversity. Records are kept showing the automobile traffic according to various categories of length of stay. Likewise the sampling of this group of expenditures is closely related to the length of visit and has been more extended than in the case of other groups of traffic which tend to be less heterogeneous. With Canadian traffic the sampling has all been conducted through Canadian official channels. In the case of automobile traffic, samples have been collected by Customs officials stationed at border points. In sampling other categories of movement across the border information is collected through a postcard questionnaire distributed at the border by Immigration officials to a selection of returning Canadians. In addition there is a further source of information on some of the characteristics of Canadian travel to the United States and overseas, also expenditures abroad, through questionnaires sent by mail to a selection of Canadians returning from the United States and from overseas.

#### Canadian Travellers in the United States

The number of re-entries by Canadians returning to Canada after visits to the United States in 1954 was practically unchanged from the previous year. Immigration officials reported 23.3 million re-entries via the International boundary during the year, an increase of approximately 32,000 visits when compared with 1953. A decline of nearly 2 per cent in the first quarter was replaced by slight increases in the remainder of the year, leaving the total 0.1 per cent higher than the preceding year.

Expenditures by residents of Canada in the United States reached a new record in 1954 when an estimated \$313 million was spent. The rate of increase over the previous year, however, was fairly moderate being \$6 million or nearly 2 per cent higher. The increase in expenditures by Canadians in the United States accompanied by a decrease of expenditures in Canada by non-residents, had the effect of increasing Canada's debit balance on travel account with the United States from \$25 million to \$33 million, the second largest debit balance on record.

#### STATEMENT 12. Expenditures of Canadian Travellers in the United States by Length of Stay, 1954

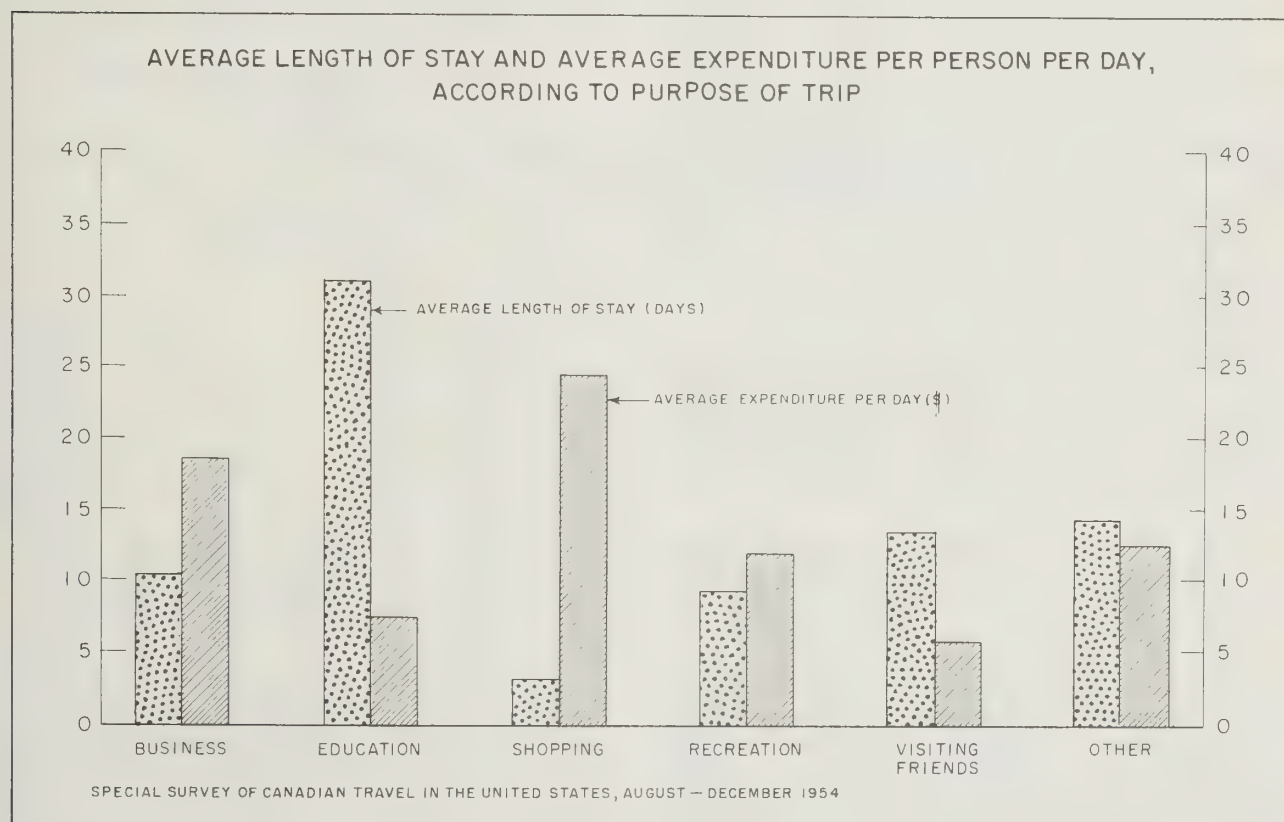
Mode of travel	Number of persons	% of grand total	Expenditures <sup>1</sup>	% of grand total
Short term traffic:				
Motorists:				
One day .....	11, 358, 592	48.66	17, 457, 507	5.57
Two days .....	971, 973	4.16	34, 013, 037	10.86
Rail intransit .....	6, 767	0.03	—	—
Other travellers (pedestrians, local bus, etc.)....	8, 298, 211	35.55	21, 808, 252	6.96
<b>Total.....</b>	<b>20, 635, 543</b>	<b>88.40</b>	<b>73, 278, 796</b>	<b>23.39</b>
Long term traffic:				
Motorists—more than two days.....	1, 397, 384	5.99	84, 841, 049	27.08
Rail.....	485, 257	2.08	65, 400, 725	20.88
Through Bus .....	499, 614	2.14	44, 123, 379	14.09
Aeroplane.....	212, 457	0.91	39, 875, 543	12.73
Boat .....	113, 128	0.48	5, 733, 757	1.83
<b>Total .....</b>	<b>2, 707, 840</b>	<b>11.60</b>	<b>239, 974, 453</b>	<b>76.61</b>
<b>Grand Total .....</b>	<b>23, 343, 383</b>	<b>100.00</b>	<b>313, 253, 249</b>	<b>100.00</b>

1. Subject to revision.

The gain in expenditures by Canadians in the United States was evenly distributed between the short-term and long-term categories. This is contrary to the trend of the previous year when 73 per cent of the increase over 1952 occurred in the short-term class and was concentrated in the two-day automobile classification. The increase in purchases declared under the \$100 customs exemption was an important item in the gains experienced in 1953, but this item declined \$6 million in 1954 to a level comparable with the \$66 million figure reported in 1952. The decline of \$6 million in the value of purchases declared (under the \$100 customs exemption) and a small gain in total Canadian expenditures on travel in the United States, would indicate a smaller portion of aggre-

gate expenditures was used for merchandise, a trend contrary to that of the previous year.

During the latter part of 1954 a study was made on some of the characteristics of Canadian travel to the United States to supplement information otherwise collected. In the period from August to December inclusive, 45,000 questionnaires were mailed to residents of Canada, who had visited the United States for more than a short casual visit. Over 35 per cent of the questionnaires were completed and returned showing: the length of stay in the United States; the type of transportation used for travelling; amount of money spent in the United States; the main purpose of the trip; port of entry into the United States and re-entry into Canada and state of destination.



Although some of the questionnaires reported more than one purpose of visit, final tabulations revealed that 39.4 per cent reported recreation as the purpose of the trip; followed by 29.9 per cent of the number reporting visits to friends and relatives. Shopping appears to have been merely incidental in the majority of cases. Approximately 21 per cent

reported shopping as the main purpose of the trip, and business appeared on only 5 per cent. Persons travelling by aeroplane show a higher percentage of business trips than with other types of transportation as revealed in Statement 13. Few persons reported education and miscellaneous reasons for taking the trip in all types of transportation.

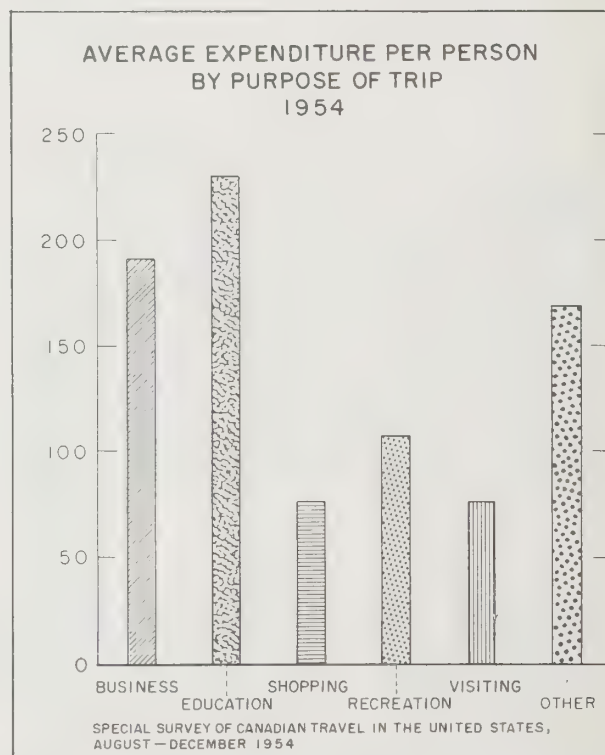
**STATEMENT 13. Purpose of Visit Reported by Canadians Returning from the United States  
Special Survey, August-December 1954**

Type of transportation	Percentage of persons reporting main purpose of trip					
	Business	Education	Shopping	Recreation	Visiting relatives or friends	Other
	%	%	%	%	%	%
Rail .....	9.3	3.3	15.4	33.5	35.9	2.6
Bus .....	1.1	2.9	21.8	37.9	34.0	2.3
Aeroplane .....	19.3	2.1	15.2	23.4	35.6	4.4
Boat .....	4.3	1.1	26.5	43.8	24.2	0.2
Total non-automobile .....	7.5	3.0	17.6	34.7	34.7	2.5
Automobile .....	4.4	2.9	22.4	40.8	28.4	1.1
<b>Grand total .....</b>	<b>5.1</b>	<b>2.9</b>	<b>21.3</b>	<b>39.4</b>	<b>29.9</b>	<b>1.4</b>

In compiling average length of stay and average expenditure per person, forms reporting one purpose of visit were used. Questionnaires listing more than one purpose of visit were not used for comparisons according to purpose of visit. The average length of stay varied widely according to purpose of visit. Persons visiting the United States on shopping tours returned to Canada soon after the 48 hour time limit required for custom exemptions. The average length of stay reported by this group was 3.2 days while visits for educational purposes averaged 31.0 days. In view of the time of year the survey was conducted it is assumed that few university students would be included in the sample reporting education. Persons visiting the United States for miscellaneous purposes stayed an average of two weeks and persons visiting friends and relatives stayed between 13 and 14 days.

There was also a wide variation in average expenditures according to purpose of visit. The survey showed that visits for educational purposes had the highest average expenditures, although the average per person per-day was lower than most other types of visit. This condition was due chiefly to the greater length of stay. Canadians visiting the United States on business also had high average expenditures due to higher averages per day rather than greater length of stay. It is of interest to note that persons on shopping tours had the lowest average expenditure per visit reported for all purposes, but the highest average when calculated on a per person per day basis. Canadians visiting friends or relatives in the United States have the lowest average expenditures per day of all purposes queried and also low averages per visit. Charts 2 and 3 show comparative data on average expenditures and length of stay according to purpose of visit.

In addition to length of stay, purpose of visit and expenditures, Canadians were asked to give their destination in the United States. In order to



simplify the process of tabulation, the state rather than the town was used so that it might be presented in tabular form. On questionnaires listing more than one destination the state farthest removed from the International border was used in compilation. Table 8 gives the percentage of persons reporting their destination to states most frequently mentioned on the questionnaires. Data appearing for states lying close to the Canadian border should be accepted as minimum owing to the fact that Canadians must pass through states bordering Canada on their way to destinations farther south. In addi-

tion to the percentage of persons reporting the various states of destination, Table 8 gives a further breakdown of destinations by automobile and non-automobile transportation. States with large centres of population such as New York City and Chicago attract a higher proportion of the non-automobile traffic, whereas states like Montana and North Dakota without large cities attract a higher

proportion of their Canadian visitors from automobile travellers. Direct lines of transportation are usually available to the larger cities, but smaller cities and towns may be more accessible by automobile. Parking facilities and the volume of traffic may also be a factor influencing many Canadians to use non-automobile transportation to visit the larger cities in the United States.

### Canadian Expenditures in the United States by Type of Transportation

The total re-entries of Canadian automobiles into Canada from the United States during 1954 amounted to 4.8 million, an increase of 4 per cent over the previous year. Expenditures of Canadian motorists increased over \$3 million or between 2 and 3 per cent. Most of the increase in automobile expenditures was in the two day class, amounting to \$2.2 million or 7 per cent more than in the year 1953. The additional expenditure in this category can be attributed to greater volume, as the average

per car was slightly lower than the preceding year. In 1954 the volume of two day automobile traffic amounted to a greater part of the total than in the previous year. Expenditures of the one day class recorded a greater percentage gain than the three day and over classifications due to an increase in volume and slightly higher averages. The average expenditure per car for Canadian automobiles staying three days or over in the United States was somewhat lower in 1954.

**STATEMENT 14. Expenditures of Canadian Travellers in the United States by Types of Transportation Used to Re-enter Canada, 1950-1954**

Type of transportation	1950	1951	1952	1953	1954 <sup>1</sup>
	(\$ Millions)				
Automobile.....	67.3	93.9	118.5	133.0	136.3
Train.....	47.0	58.2	75.2	61.6	65.4
Boat .....	3.5	3.9	3.8	5.1	5.8
Bus (Exclusive of local bus) .....	42.0	48.8	51.6	45.9	44.1
Aeroplane.....	13.8	22.1	26.1	39.9	39.9
Other (Pedestrians, local bus etc.).....	19.1	19.0	18.4	21.8	21.8
<b>Total.....</b>	<b>192.7</b>	<b>245.9</b>	<b>293.6</b>	<b>307.3</b>	<b>313.3</b>

1. Subject to revision.

During 1954 a more detailed analysis was made on Canadian automobile traffic by length of stay as presented in Tables 9 and 10. This study revealed that the pattern for Canadian automobile traffic differs somewhat from the foreign automobiles travelling in Canada on traveller's vehicle permits as presented in Tables 1 and 1A. It should be noted, however, that the latter table does not include the substantial number of local visits by non-permit cars from the United States which mainly stay for less than one day. Over 83 per cent of the Canadian automobiles travelling in the United States return within twenty-four hours and 90 per cent re-enter Canada within 48 hours. Foreign automobiles travelling in Canada normally show a steadier decline but with some exceptions, in the proportion of the total as the length of stay increases; but Canadian automobiles show a more definite concentration in

the 7 day, 14 day, and 21 day groups; indicating possible vacations of one, two or three weeks duration. The pattern in number of persons per car also varies between Canadian and foreign automobiles. Foreign automobiles spending 24 hours or less in Canada carry the greatest number of persons per car when compared with other lengths of stay. Canadian automobiles on the other hand, with few exceptions, have a lower number of persons per car in the 24 hour category than in other classifications. The highest average number of persons per car in Canadian automobiles appeared in the 15 day classification indicating many family vacations in the United States of approximately two weeks duration. In the aggregate, Canadian automobiles carried close to the same number of persons per car as foreign automobiles travelling on customs permits.

The additional expenditures by Canadians in the United States during 1954 was evenly divided between automobile and non-automobile traffic. The volume of non-automobile traffic declined 1 per cent but expenditures advanced between 1 and 2 per cent. Re-entries by plane were the only type of non-automobile traffic to record an increase in volume but expenditures of this type of traffic were practically unchanged due to lower averages per person. Plane passengers spent longer periods abroad during 1954. Re-entries by rail declined in number but expenditures were nearly \$4 million

greater due to higher averages per person. Expenditures of passengers returning by bus were lower due to the decline in volume; the average per person being slightly higher in 1954. Visits by bus passengers were of shorter duration when compared with the previous year. Canadians returning by boat spent more per person, possibly due to longer visits, but the decrease in volume was sufficient to hold aggregate expenditures within a moderate increase over the previous year. Expenditures of the residuary classification known as "other travellers" showed little change from 1953.

### Travel Between Canada and Overseas Countries

#### STATEMENT 15. Balance of Payments on Travel Account Between Canada and Overseas Countries, 1953-1954<sup>1</sup>

Net Credits (+) Net Debits (-)

	All Overseas Countries		United Kingdom		Other Sterling Area		Other O.E.E.C. Countries		All Other Countries	
	1953	1954	1953	1954	1953	1954	1953	1954	1953	1954
Receipts.....	20	22	12	13	3	3	4	4	1	2
Payments .....	58	69	31	35	6	7	18	23	3	4
Net Balance.....	- 38	- 47	- 19	- 22	- 3	- 4	- 14	- 19	- 2	- 2

1. Subject to revision.

The customary debit balance in travel account between Canada and overseas countries reached an all-time high of \$47 million in 1954, the greatest spread between credits and debits on record. Although travel between Canada and overseas countries normally produces a debit balance, the difference between credits and debits has widened sharply during the past five years. The spread between credits and debits has increased year by year to a point four times greater than the difference recorded in 1949.

Expenditures in Canada by non-immigrant arrivals from overseas countries are estimated at \$22 million, an increase of 10 per cent over the previous record established in 1953. Included in these totals are transportation costs paid to Canadian carriers. Expenditures of overseas travellers in Canada are higher than the volume indicates, due to higher transportation costs and normally longer visits.

The number of non-resident travellers arriving direct from overseas countries through Canadian ports of entry in 1954 amounted to 23,900 of whom

12,700 or 53 per cent travelled by ship and the remaining 47 per cent representing 11,200 passengers arrived by air. Compared with the year 1953, the 1954 figure represents an increase of between 10 and 11 per cent, or approximately 2,300 entries. The number of arrivals by ship showed an increase of 12 per cent over the previous year, the reverse of the trend experienced in 1953 when passengers by ship declined 7 per cent. There was an increase of 9 per cent or an additional 900 persons arriving by plane when compared with the 1953 figure. Visitors arriving directly from overseas were supplemented by an estimated 18,000 who entered Canada via the United States. The total number of entries direct and by way of the United States amounted to 41,900, an increase of 10 per cent in the aggregate.

Data on the number of visitors direct from overseas using Canadian carriers as a means of transportation was compiled during 1954. Statement 16 reveals that 34 per cent of the visitors arrived in Canada via Canadian air and steamship lines, whereas 66 per cent were aboard foreign carriers.

**STATEMENT 16. Number of Non-Immigrant Visitors Entering Canada Direct from Overseas Countries, by Type of Transportation, Principal Countries, 1954**

Country of Residence	Arrivals by Aeroplane	Arrivals by Ship	Canadian Carriers	Foreign Carriers	Total
United Kingdom.....	5,394	8,286	5,623	8,057	13,680
Australia and New Zealand.....	560	780	602	738	1,340
Bermuda and B.W.I. ....	760	156	732	184	916
Other Commonwealth Countries .....	516	302	215	603	818
France .....	798	567	152	1,213	1,365
Holland.....	536	743	29	1,250	1,279
Germany .....	471	596	183	884	1,067
Greece .....	85	156	9	232	241
Switzerland .....	141	95	47	189	236
Belgium .....	105	129	23	211	234
Norway .....	80	123	18	185	203
Denmark .....	76	113	14	175	189
Italy .....	90	72	15	147	162
Austria .....	97	59	6	150	156
Eire.....	47	63	49	61	110
South America .....	546	88	104	530	634
West Indies (Not British).....	166	16	13	169	182
Mexico .....	115	11	82	44	126
Israel .....	63	43	6	100	106
Africa (Not British) .....	46	55	8	93	101
Other Countries.....	499	218	157	560	717
<b>Total.....</b>	<b>11,191</b>	<b>12,671</b>	<b>8,087</b>	<b>15,775</b>	<b>23,862</b>

Canadians travelled to overseas countries in ever increasing numbers during 1954. Residents of Canada returning via Canadian ports after visits to overseas countries numbered 73,600 in 1954, an increase of 20 per cent over the previous record established in 1953. Statement 17 shows the number of Canadians returning direct through the main ports of re-entry for the years 1950 through 1954. After making deductions for the number of re-entries by boat at Vancouver, Statement 17 reveals that the ports of Gander, Dorval, Malton and Vancouver accounted for some 50 per cent of the number of re-entries direct to Canada in 1954 and show an increase of 32 per cent over the previous year. In 1953 the same ports accounted for 45 per cent of the re-entries after making deductions for Canadians returning by boat at Vancouver. This indicates the increasing popularity of the aeroplane with Canadians as a means of overseas transportation. Other ports specified in Statement 17 are predominately boat traffic and accounted for 46 per cent of the total in 1954, an increase of 8 per cent over the previous year when they made up 51 per cent.

The ports specified in Statement 17 accounted for over 96 per cent of the Canadians returning direct from overseas during 1954. Canadian travellers returning from overseas countries via the United States are estimated at 22,000 making a total of 95,600, an increase of 15,100 visits in the aggregate or 19 per cent over the previous year.

Canadian travel expenditures in overseas countries amounted to \$69 million in 1954 to establish a new record of \$11 million or 19 per cent higher than the previous record of 1953. Included in this amount are transportation costs to non-Canadian carriers. Transportation costs paid to Canadian carriers do not represent a movement of funds out of Canada and consequently are not included in expenditures of Canadians in overseas countries.

Most of the expenditures of Canadians in overseas countries are in the United Kingdom and Europe. Expenditures in the United Kingdom increased from \$31 million in 1953 to \$35 million in 1954, a gain of 13 per cent or \$4 million. Ex-

**STATEMENT 17. Residents of Canada Returning Direct from Overseas Countries,  
Principal Ports of Re-entry, 1950-1954**

Port of re-entry	1950	1951	1952	1953	1954
Gander, Nfld. ....	4,853	4,084	6,799	9,457	8,529
Dorval, Que. ....	6,793	7,277	9,652	12,841	17,937
Malton, Ont. ....	3,882	3,370	3,602	4,158	7,036
Vancouver, B.C. ....	896	997	1,300	1,924	3,751
St. John's, Nfld. ....	916	917	1,055	1,080	944
Halifax, N.S. ....	4,573	3,592	4,393	4,208	4,017
St. John, N.B. ....	778	1,993	1,711	1,297	1,164
Quebec <sup>1</sup> , Que. ....	19,541	19,936	24,827	24,796	27,673
Other Ports .....	1,569	1,999	1,473	1,721	2,507
<b>Total All Ports .....</b>	<b>43,801</b>	<b>44,165</b>	<b>54,812</b>	<b>61,482</b>	<b>73,558</b>

1. Many returning residents cleared at Quebec disembark at Montreal.

penditures in the O.E.E.C. countries of Europe showed a gain of \$5 million or 28 per cent. Expenditures in other commonwealth countries, are chiefly in Bermuda and the British West Indies

and were \$1 million higher than the previous year. Expenditures in the remaining countries are mainly in Latin America and accounted for \$4 million, an increase of \$1 million over 1953.

**Quarterly Distribution of Travel Expenditures**

An analysis of international travel expenditures by quarters is presented in Statement 18. Receipts are highly concentrated in the summer months with the third quarter of the year accounting for over 56 per cent of the total. As a result of this concentration in a comparatively short term the third quarter is the only period during the year when receipts exceed the payments. Receipts during 1954 were on practically the same level as the previous year with minor changes in the quarters. On a half-yearly basis receipts remained unchanged from 1953.

Payments are more evenly distributed over the year than receipts and although the third quarter is the most important, the seasonal peak is less pronounced. During the past four years receipts in the third quarter have not been sufficient to counter the deficits of the first, second and third quarters. Practically all of the increase in expenditures by Canadians during 1954 took place in the second half of the year. Statement 18 also illustrates an important feature when analyzing travel in Canada in that Canadian operators are expected to provide accommodation for over 55 per cent of our visitors during three months of the year, an uneconomical arrangement.

**STATEMENT 18. Quarterly Estimates of the Balance of Payments on Travel Account  
Between Canada and Other Countries, 1950-1954<sup>1</sup>**

	I Qr.	II Qr.	III Qr.	IV Qr.	Year
	(\$ Millions)				
Quarterly receipts:					
1950 .....	23	51	152	49	275
1951 .....	23	51	157	43	274
1952 .....	24	53	156	42	275
1953 .....	26	57	172	47	302
1954 .....	24	59	170	49	302

**STATEMENT 18. Quarterly Estimates of the Balance of Payments on Travel Account  
Between Canada and Other Countries, 1950-1954<sup>1</sup> - Concluded**

	I Qr.	II Qr.	III Qr.	IV Qr.	Year
	(\$ Millions)				
Per cent of year:					
1950 .....	8.4	18.5	55.3	17.8	100.0
1951 .....	8.4	18.6	57.3	15.7	100.0
1952 .....	8.7	19.3	56.7	15.3	100.0
1953 .....	8.6	18.9	56.9	15.6	100.0
1954 .....	8.0	19.5	56.3	16.2	100.0
Quarterly payments:					
1950 .....	36	58	79	53	226
1951 .....	54	74	96	56	280
1952 .....	63	97	110	71	341
1953 .....	68	95	124	78	365
1954 .....	66	98	131	87	382
Per cent of year:					
1950 .....	15.9	25.7	35.0	23.4	100.0
1951 .....	19.3	26.4	34.3	20.0	100.0
1952 .....	18.5	28.4	32.3	20.8	100.0
1953 .....	18.6	26.0	34.0	21.4	100.0
1954 .....	17.3	25.6	34.3	22.8	100.0

1. Subject to revision.

**TABLE 1. Number of and Expenditures by Non-Resident Motorists Travelling on Customs Permits<sup>1</sup> Who Departed from Canada in 1954, Classified by Length of Visit**

Day's stay	Number of permits	% of total permits	Average expenditure per car	Estimated expenditures	% of total expenditures	Number of car days	Average expenditure per car per day
			\$	\$			\$
1.....	851,843	35.38	7.43	6,329,193	5.18	851,843	7.43
2.....	522,423	21.70	18.66	9,748,413	7.97	1,044,846	9.33
3.....	282,515	11.73	45.89	12,964,613	10.60	847,545	15.30
4.....	176,109	7.31	66.75	11,755,276	9.61	704,436	16.69
5.....	113,883	4.73	87.28	9,939,708	8.13	569,415	17.46
6.....	79,734	3.31	104.27	8,313,864	6.80	478,404	17.38
7.....	67,466	2.80	120.79	8,149,218	6.67	472,262	17.26
8.....	72,114	3.00	129.43	9,333,715	7.63	576,912	16.18
9.....	45,063	1.87	142.35	6,414,718	5.25	405,567	15.82
10.....	29,640	1.23	150.61	4,464,080	3.65	296,400	15.06
11.....	21,183	0.88	158.67	3,361,107	2.75	233,013	14.42
12.....	17,498	0.73	162.99	2,851,999	2.33	209,976	13.58
13.....	15,877	0.66	172.64	2,741,005	2.24	206,401	13.28
14.....	15,806	0.66	174.01	2,750,402	2.25	221,284	12.43
15.....	16,735	0.70	177.61	2,972,303	2.43	251,025	11.84
16.....	9,958	0.41	185.10	1,843,226	1.51	159,328	11.57
17.....	6,280	0.26	194.37	1,220,644	1.00	106,760	11.43
18.....	4,516	0.19	192.41	868,924	0.71	81,288	10.69
19.....	3,616	0.15	198.81	718,897	0.59	68,704	10.46
20.....	3,178	0.13	203.91	648,026	0.53	63,560	10.20
21.....	3,001	0.12	221.14	663,641	0.54	63,021	10.53
22.....	2,981	0.12	214.58	639,663	0.52	65,582	9.75
23.....	2,159	0.09	225.69	487,265	0.40	49,657	9.81
24.....	1,810	0.08	216.91	392,607	0.32	43,440	9.04
25.....	1,543	0.06	207.50	320,173	0.26	38,575	8.30
26.....	1,441	0.06	219.01	315,593	0.26	37,466	8.42
27.....	1,486	0.06	220.27	327,321	0.27	40,122	8.16
28.....	1,544	0.06	204.89	316,350	0.26	43,232	7.32
29.....	1,683	0.07	202.21	340,319	0.28	48,807	6.97
30- 39.....	9,475	0.39	193.28	1,831,328	1.50	317,149	5.77
40- 49.....	3,896	0.16	261.76	1,019,817	0.83	172,385	5.92
50- 59.....	3,280	0.14	304.15	997,612	0.82	178,610	5.59
60- 69.....	2,772	0.12	296.87	822,924	0.67	177,415	4.64
70- 79.....	1,955	0.08	367.66	718,775	0.59	144,924	4.96
80- 89.....	1,627	0.07	396.11	644,471	0.53	137,426	4.69
90- 99.....	1,326	0.06	379.92	503,774	0.41	124,834	4.04
100-119.....	2,002	0.08	399.24	799,278	0.65	218,327	3.66
120-139.....	1,663	0.07	453.16	753,605	0.62	215,057	3.50
140-169.....	2,503	0.10	387.17	969,087	0.79	387,790	2.50
170-199.....	2,666	0.11	443.02	1,181,091	0.97	486,763	2.43
200-over.....	1,663	0.07	501.64	834,227	0.68	454,936	1.83
<b>Totals .....</b>	<b>2,407,913</b>	<b>100.00</b>	<b>50.78</b>	<b>122,268,252<sup>2</sup></b>	<b>100.00</b>	<b>11,294,487</b>	<b>10.83</b>
Average length of stay.....						per car 4.69	

1. Exclusive of commuters, summer residents and locals.

2. Expenditure data in this table are calculated on a Dominion basis, hence do not agree with similar data in Statement 3 which are calculated on a provincial basis.

**TABLE 1A. Number of and Expenditures by Non-Resident Motorists Travelling on Customs Permits<sup>1</sup> Who Departed from Canada in 1954, Classified by Length of Visit**

Day's stay	Average persons per car	Number of persons	Number of person-days	Average expenditure per person per day
				\$
1.....	3.15	2,681,225	2,681,225	2.36
2.....	2.89	1,509,759	3,019,518	3.23
3.....	3.00	803,726	2,411,178	5.38
4.....	2.78	489,486	1,957,944	6.00
5.....	2.75	313,533	1,567,665	6.34
6.....	2.76	220,181	1,321,086	6.29
7.....	2.85	192,444	1,347,108	6.05
8.....	3.03	218,443	1,747,544	5.34
9.....	2.39	130,367	1,173,303	5.47
10.....	2.81	83,223	832,230	5.36
11.....	2.73	57,756	635,316	5.29
12.....	2.73	47,772	573,264	4.98
13.....	2.78	44,200	574,600	4.77
14.....	2.89	45,703	639,842	4.30
15.....	2.96	49,498	742,470	4.00
16.....	2.80	27,898	446,368	4.13
17.....	2.64	16,560	281,520	4.34
18.....	2.55	11,499	206,982	4.20
19.....	2.50	9,039	171,741	4.19
20.....	2.49	7,917	158,340	4.09
21.....	2.52	7,551	158,571	4.19
22.....	2.61	7,774	171,028	3.74
23.....	2.54	5,481	126,063	3.87
24.....	2.44	4,413	105,912	3.71
25.....	2.38	3,672	91,800	3.49
26.....	2.35	3,382	87,932	3.59
27.....	2.31	3,432	92,664	3.53
28.....	2.29	3,536	99,008	3.20
29.....	2.42	4,070	118,030	2.88
30- 39.....	2.32	22,016	736,924	2.49
40- 49.....	2.38	9,258	409,636	2.49
50- 59.....	2.37	7,761	422,620	2.36
60- 69.....	2.34	6,479	414,672	1.98
70- 79.....	2.34	4,577	339,293	2.12
80- 89.....	2.29	3,727	314,804	2.05
90- 99.....	2.27	3,011	283,465	1.78
100-119.....	2.35	4,713	513,974	1.56
120-139.....	2.37	3,939	509,386	1.48
140-169.....	2.34	5,866	908,320	1.07
170-199.....	2.29	6,111	1,115,757	1.06
200-over.....	2.32	3,866	1,057,596	0.79
<b>Totals.....</b>	<b>2.94</b>	<b>7,084,864</b>	<b>30,567,199</b>	<b>4.00</b>
Average length of stay .....			per person 4.31	

1. Exclusive of commuters, summer residents and locals.

**TABLE 2. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada during the four months June-September 1954, Grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit**

Ports of entry	Ports of exit	Number of permits by length of stay			Total	
		1 day	2 days	3 days and over		
<b>Section 1. Traffic Within Ontario:</b>						
(a) St. Lawrence River Ports.....	Fort Erie and Niagara Falls .....	670	3,137	8,220	12,027	
	Lake Erie Ports .....	—	—	5	5	
	St. Clair and Detroit River Ports .....	421	2,297	2,231	4,949	
	Sault Ste. Marie.....	63	691	846	1,600	
	<b>Total of above.....</b>	<b>1,154</b>	<b>6,125</b>	<b>11,302</b>	<b>18,581</b>	
	St. Lawrence River Ports .....	8,661	7,201	47,267	63,129	
	All Ports in the Province of Quebec .....	771	3,009	10,440	14,220	
	All Ports in Canada .....	10,589	16,398	70,265	97,252	
	(b) Fort Erie and Niagara Falls	St. Lawrence River Ports .....	1,313	7,571	15,213	24,097
Lake Erie Ports .....		4	35	60	99	
St. Clair and Detroit River Ports .....		71,464	51,371	13,453	136,288	
Sault Ste. Marie.....		29	831	2,852	3,712	
<b>Total of above.....</b>		<b>72,810</b>	<b>59,808</b>	<b>31,578</b>	<b>164,196</b>	
Fort Erie and Niagara Falls .....		110,624	53,093	125,146	288,863	
All Ports in Canada .....		183,468	113,686	174,901	472,055	
(c) Lake Erie Ports.....		St. Lawrence River Ports .....	—	2	13	15
		Fort Erie and Niagara Falls.....	—	70	99	169
	St. Clair and Detroit River Ports .....	90	10	82	182	
	Sault Ste. Marie.....	—	—	6	6	
	<b>Total of above.....</b>	<b>90</b>	<b>82</b>	<b>200</b>	<b>372</b>	
	Lake Erie Ports .....	6	28	473	507	
	All Ports in Canada .....	96	109	680	885	
	(d) St. Clair and Detroit River Ports	St. Lawrence River Ports .....	355	2,111	3,536	6,002
		Fort Erie and Niagara Falls .....	68,076	59,461	22,457	149,994
Lake Erie Ports .....		65	41	65	171	
Sault Ste. Marie.....		2	268	5,501	5,771	
<b>Total of above.....</b>		<b>68,498</b>	<b>61,881</b>	<b>31,559</b>	<b>161,938</b>	
St. Clair and Detroit River Ports .....		86,985	29,276	79,838	196,099	
All Ports in Canada .....		155,524	91,589	123,546	370,659	
(e) Sault Ste. Marie .....		St. Lawrence River Ports .....	82	734	1,010	1,826
		Fort Erie and Niagara Falls .....	60	979	3,486	4,525
	Lake Erie Ports .....	—	—	5	5	
	St. Clair and Detroit River Ports .....	10	281	4,281	4,572	
	<b>Total of above.....</b>	<b>152</b>	<b>1,994</b>	<b>8,782</b>	<b>10,928</b>	
	Sault Ste. Marie.....	3,489	2,605	17,841	23,935	
	All Ports in Canada .....	3,666	5,130	29,959	38,755	
	<b>Section II. Traffic from Ontario to Other Provinces:</b>					
	St. Lawrence River Ports.....	All Ports in Quebec .....	771	3,009	10,440	14,220
All Ports in Ontario West of Kingston and East of Sault Ste. Marie (Includes Sault Ste. Marie).....	All Ports in Quebec .....	97	1,594	29,141	30,832	
All Ports in Ontario .....	All Ports in Quebec .....	869	4,603	39,656	45,128	
All Ports in Ontario .....	All Ports in Maritime Provinces.....	4	201	4,905	5,110	
All Ports in Ontario .....	All Ports in Manitoba.....	94	1,192	3,682	4,968	
All Ports in Ontario .....	All Ports in Maritimes, Quebec and Manitoba.....	967	5,996	48,243	55,206	
All Ports in Ontario .....	All Ports in Ontario .....	358,089	228,962	388,045	975,096	
All Ports in Ontario .....	All Ports in Canada .....	359,056	234,979	437,026	1,031,061	

**TABLE 2. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada during the four months June-September 1954, Grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit — Concluded**

Ports of entry	Ports of exit	Number of permits by length of stay			Total
		1 day	2 days	3 days and over	
<b>Section III. Traffic from the Maritime Provinces to Central Canada:</b>					
All Ports in the Maritime Provinces	All Ports in Quebec .....	182	430	3,481	4,093
	All Ports in Ontario .....	6	262	2,562	2,830
	All Ports in Quebec and Ontario.....	188	692	6,043	6,923
	All Ports in the Maritime Provinces	33,461	11,680	44,262	89,403
	All Ports in Canada .....	33,649	12,372	50,311	96,332
<b>Section IV. Traffic from Quebec to Other Provinces:</b>					
All Ports in Quebec .....	All Ports in Ontario on the St. Lawrence River.....	1,049	2,685	7,821	11,555
	All Ports in Ontario West of Kingston and East of Sault Ste. Marie (Incl. Sault Ste. Marie).....	47	1,172	17,180	18,399
	All Ports in Ontario .....	1,096	3,857	25,054	30,007
	All Ports in the Maritime Provinces	192	356	6,198	6,746
	All Ports in Ontario and the Maritime Provinces.....	1,288	4,213	31,252	36,753
	All Ports in Quebec .....	62,646	46,389	101,564	210,599
	All Ports in Canada .....	63,934	50,592	132,854	247,380
<b>Section V. Traffic from Manitoba to Ontario:</b>					
All Ports in Manitoba .....	All Ports in Ontario .....	62	941	3,470	4,473
	All Ports in Manitoba .....	8,016	4,293	10,879	23,188
	All Ports in Canada .....	8,111	5,311	15,598	29,020
<b>Section VI. Traffic between the Prairie Provinces:</b>					
All Ports in Manitoba .....	All Ports in Saskatchewan .....	33	69	624	726
	All Ports in Alberta.....	—	8	293	301
	All Ports in Saskatchewan and Alberta .....	33	77	917	1,027
All Ports in Saskatchewan .....	All Ports in Manitoba .....	33	59	708	800
	All Ports in Alberta.....	3	21	632	656
	All Ports in Manitoba and Alberta....	36	80	1,340	1,456
	All Ports in Saskatchewan .....	2,207	2,036	6,808	11,051
	All Ports in Canada.....	2,243	2,131	8,913	13,287
All Ports in Alberta.....	All Ports in Manitoba .....	—	7	276	283
	All Ports in Saskatchewan .....	13	62	534	609
	All Ports in Manitoba and Saskatchewan .....	13	69	810	892
	All Ports in Alberta.....	5,591	3,385	11,349	20,325
	All Ports in Canada.....	5,775	4,537	25,615	35,927
<b>Section VII. Traffic between the Prairie Provinces and British Columbia:</b>					
All Ports in the Prairie Provinces	All Ports in British Columbia .....	171	1,083	14,000	15,254
	All Ports in the Prairie Provinces....	15,896	9,940	32,103	57,939
	All Ports in Canada.....	16,129	11,979	50,126	78,234
All Ports in British Columbia.....	All Ports in the Prairie Provinces...	108	618	10,808	11,534
	All Ports in British Columbia .....	37,313	37,101	81,993	156,407
	All Ports in Canada.....	37,421	37,719	92,962	168,102

1. Exclusive of commuters, summer residents and locals.

**TABLE 3. Number of Non-Resident Automobiles Which Entered Canada on Customs Permits Through Provinces Indicated and Which Departed in 1954, Classified by United States Federal States or Countries of Registration**

	Nfld. P.E.I. N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C. & Y.T.	Total
(1)									
Alabama .....	3	288	387	2,713	62	35	124	402	4,014
Arizona .....	—	39	122	1,126	52	74	285	930	2,628
Arkansas .....	—	118	95	1,159	46	30	117	386	1,951
California .....	7	801	1,989	17,480	1,206	803	5,036	42,112	69,434
Colorado .....	—	127	216	2,066	199	273	1,164	1,846	5,891
Connecticut .....	119	7,650	22,679	15,901	42	18	133	318	46,860
Delaware .....	8	175	722	1,756	13	—	27	70	2,771
Dist. of Columbia .....	23	315	1,229	2,640	25	7	87	115	4,441
Florida .....	5	1,236	2,954	11,178	166	77	393	790	16,799
Georgia .....	6	365	627	2,947	69	20	134	357	4,535
Idaho .....	—	59	75	717	64	96	1,064	5,851	7,926
Illinois .....	26	1,106	2,827	66,800	1,962	612	2,606	2,610	78,549
Indiana .....	10	598	1,110	30,836	339	123	625	802	34,443
Iowa .....	2	149	425	12,989	1,251	656	924	1,033	17,429
Kansas .....	3	187	315	4,439	772	428	809	1,318	8,271
Kentucky .....	3	206	345	5,361	58	26	109	223	6,331
Louisiana .....	1	181	334	2,052	104	57	212	407	3,348
Maine .....	6	88,702	19,726	3,242	14	7	22	77	111,796
Maryland .....	49	945	2,960	9,101	39	23	141	259	13,517
Massachusetts .....	495	24,648	50,531	28,316	61	28	286	441	104,806
Michigan .....	18	1,310	3,092	468,662	1,120	436	1,463	1,773	477,874
Minnesota .....	3	278	593	28,099	15,576	1,542	2,023	1,544	49,658
Mississippi .....	1	149	140	861	53	42	78	279	1,603
Missouri .....	5	309	573	9,495	628	180	763	1,113	13,066
Montana .....	—	20	58	648	306	4,530	10,973	2,565	19,100
Nebraska .....	1	100	189	3,158	709	446	633	801	6,037
Nevada .....	—	25	35	340	25	18	133	613	1,189
New Hampshire .....	6	2,243	22,891	3,551	13	6	43	112	28,865
New Jersey .....	216	4,705	20,702	33,603	120	52	421	523	60,342
New Mexico .....	1	165	91	698	66	54	210	414	1,699
New York .....	400	9,361	117,024	388,411	258	126	989	1,429	517,998
North Carolina .....	6	420	975	3,766	29	39	111	302	5,648
North Dakota .....	—	33	60	1,477	16,351	7,054	574	395	25,944
Ohio .....	47	1,916	4,514	140,803	348	182	1,047	1,231	150,088
Oklahoma .....	3	135	210	2,351	310	286	551	786	4,632
Oregon .....	—	138	167	1,708	187	255	908	22,932	26,295
Pennsylvania .....	155	4,124	13,465	102,054	164	79	686	1,012	121,739
Rhode Island .....	37	1,812	8,640	4,538	8	7	32	62	15,136
South Carolina .....	7	256	354	1,441	26	14	64	173	2,335
South Dakota .....	—	110	67	1,389	830	515	372	325	3,608
Tennessee .....	8	211	379	4,038	71	27	150	344	5,228
Texas .....	2	1,046	857	6,793	522	419	1,689	2,996	14,324
Utah .....	1	28	59	964	47	56	1,301	1,348	4,304
Vermont .....	7	556	85,526	3,308	12	3	27	63	89,502
Virginia .....	26	856	2,142	7,528	75	45	196	615	11,483
Washington .....	—	88	235	2,707	277	445	1,970	169,012	174,734
West Virginia .....	1	137	291	5,186	14	12	38	88	5,767
Wisconsin .....	3	355	798	26,175	1,219	491	1,058	959	31,058
Wyoming .....	—	20	41	373	64	192	626	504	1,820
<b>Total U.S. ....</b>	<b>1,720</b>	<b>158,801</b>	<b>393,836</b>	<b>1,476,944</b>	<b>45,972</b>	<b>20,946</b>	<b>43,427</b>	<b>275,170</b>	<b>2,416,816</b>
<b>Other countries (2) .....</b>	<b>6</b>	<b>50</b>	<b>212</b>	<b>774</b>	<b>59</b>	<b>42</b>	<b>757</b>	<b>8,124</b>	<b>10,024</b>
<b>Grand total .....</b>	<b>1,726</b>	<b>158,851</b>	<b>394,048</b>	<b>1,477,718</b>	<b>46,031</b>	<b>20,988</b>	<b>44,184</b>	<b>283,294</b>	<b>2,426,840</b>

1. Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from foreign countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

2. Other countries comprise: Alaska 9,060, Argentina 15, Australia 2, Austria 2, Bahamas 7, Belgium 4, Bermuda 11, Brazil 2, British Honduras 1, British West Indies 5, Cuba 26, Denmark 1, Ecuador 1, England 73, Finland 1, France 37, Germany 16, Guam 6, Guatemala 2, Haiti 5, Hawaiian Islands 443, Honduras 1, Ireland 1, Italy 2, Jamaica 5, Japan 9, Java 2, Mexico 100, Netherlands 19, Netherlands Antilles 20, New Zealand 4, Nicaragua 1, North Ireland 1, Pakistan 1, Panama Canal Zone 107, Philippine Islands 2, Peru 1, Puerto Rico 2, Scotland 2, South Africa 2, Switzerland 6, Trinidad 1, Uruguay 1, Venezuela 11, Virgin Islands 2, Sweden 1.

**TABLE 4. Number of Non-Resident Automobiles Which Entered Canada on Customs Permits<sup>1</sup> Through Provinces Indicated, and Which Departed in 1954 After Remaining Three Days or Over, Classified by U.S. Federal States or Countries of Registration**

State	Nfld. <sup>2</sup> P.E.I. N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C. and Y.T.	Total	Long term visits as % of long and short term visits
Alabama.....	3	75	213	582	39	23	97	192	1,229	31
Arizona.....	—	23	81	419	39	53	208	516	1,344	51
Arkansas.....	—	36	57	284	23	18	94	95	607	31
California.....	7	459	1,420	6,261	958	693	3,935	27,753	41,491	60
Colorado.....	—	51	129	581	126	186	878	896	2,847	48
Connecticut.....	119	4,383	14,383	5,485	36	13	112	150	25,181	54
Delaware.....	8	142	494	727	6	—	26	35	1,438	52
Dist. of Col.....	23	250	924	1,425	21	6	71	84	2,804	63
Florida.....	5	730	1,914	5,140	128	63	338	536	8,854	53
Georgia.....	6	127	387	955	48	16	110	197	1,846	41
Idaho.....	—	14	29	191	44	71	691	3,025	4,065	51
Illinois.....	26	649	2,142	33,118	1,507	533	2,113	1,498	41,586	53
Indiana.....	10	302	768	14,145	243	110	487	368	16,433	48
Iowa.....	2	93	289	7,342	815	576	691	492	10,300	59
Kansas.....	2	83	201	1,767	505	270	548	541	3,917	47
Kentucky.....	3	99	204	2,151	41	16	84	90	2,688	42
Louisiana.....	1	77	257	606	65	39	167	236	1,448	43
Maine.....	6	16,641	11,152	847	13	6	17	36	28,718	26
Maryland.....	49	706	2,033	4,334	33	21	115	153	7,449	55
Massachusetts.....	484	21,111	34,142	9,047	51	24	252	290	65,401	62
Michigan.....	18	878	2,306	121,703	1,015	404	1,245	1,080	128,649	27
Minnesota.....	3	119	386	13,090	5,776	1,270	1,584	907	23,135	47
Mississippi.....	1	47	81	258	30	25	58	133	633	39
Missouri.....	5	150	411	4,147	381	135	587	492	6,308	48
Montana.....	—	11	31	176	184	2,398	5,336	1,391	9,527	50
Nebraska.....	1	31	123	1,520	486	370	488	346	3,365	56
Nevada.....	—	10	22	115	21	16	101	398	683	57
New Hampshire.....	6	1,723	10,636	891	11	6	39	53	13,365	46
New Jersey.....	212	3,547	13,937	16,339	105	39	368	331	34,878	58
New Mexico.....	1	47	60	189	38	28	159	202	724	43
New York.....	393	7,261	53,882	141,893	222	113	872	895	205,536	40
North Carolina.....	6	217	601	1,553	19	20	86	141	2,643	47
North Dakota.....	—	18	49	765	5,975	3,229	437	200	10,673	41
Ohio.....	47	1,164	3,148	85,267	275	159	872	760	91,692	61
Oklahoma.....	3	50	129	945	199	127	418	315	2,186	47
Oregon.....	—	59	99	558	121	221	673	15,653	17,384	66
Pennsylvania.....	153	2,674	9,218	55,147	127	69	590	550	68,528	56
Rhode Island.....	35	1,360	6,414	1,322	6	6	25	34	9,202	61
South Carolina.....	7	78	230	497	17	11	56	74	970	42
South Dakota.....	—	30	32	634	564	403	281	181	2,125	59
Tennessee.....	8	98	257	1,062	42	17	124	165	1,773	34
Texas.....	2	309	552	2,175	315	253	1,276	1,411	6,293	44
Utah.....	1	14	37	223	37	41	923	840	2,116	49
Vermont.....	7	408	10,744	914	11	3	19	32	12,138	14
Virginia.....	26	496	1,438	3,230	52	31	170	245	5,688	50
Washington.....	—	51	162	767	203	368	1,400	72,269	75,220	43
West Virginia.....	1	62	169	2,760	12	11	28	41	3,084	53
Wisconsin.....	3	135	566	12,975	872	408	829	493	16,281	52
Wyoming.....	—	7	23	88	45	138	436	236	978	54
<b>Total U.S.....</b>	<b>1,698</b>	<b>67,105</b>	<b>187,467</b>	<b>566,610</b>	<b>21,902</b>	<b>13,071</b>	<b>30,514</b>	<b>137,056</b>	<b>1,025,423</b>	<b>42</b>
<b>Other countries<sup>3</sup>.....</b>	<b>4</b>	<b>37</b>	<b>156</b>	<b>331</b>	<b>45</b>	<b>36</b>	<b>729</b>	<b>6,886</b>	<b>8,224</b>	<b>82</b>
<b>Grand total.....</b>	<b>1,702</b>	<b>67,142</b>	<b>187,623</b>	<b>566,941</b>	<b>21,947</b>	<b>13,107</b>	<b>31,243</b>	<b>143,942</b>	<b>1,033,647</b>	<b>43</b>
Long term visits as % of long and short term visits	99	42	48	38	48	62	71	51	43	—

1. Exclusive of commuters, summer residents and locals.

2. Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from foreign countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

3. Other countries comprise: Alaska 7,535, Argentina 12, Australia 1, Austria 2, Bahamas 7, Bermuda 11, Belgium 3, Brazil 2, British Honduras 1, British West Indies 4, Cuba 18, Denmark 1, Ecuador 1, England 52, France 28, Germany 9, Guam 5, Guatemala 2, Haiti 2, Hawaiian Islands 299, Honduras 1, Jamaica 5, Japan 7, Java 2, Mexico 85, Netherlands 20, Netherlands Antilles 19, New Zealand 3, Nicaragua 1, Pakistan 1, Panama Canal Zone 60, Philippine Islands 1, Peru 1, Puerto Rico 2, Scotland 2, South Africa 1, Sweden 1, Switzerland 3, Trinidad 1, Uruguay 1, Venezuela 10, Virgin Islands 2.

**TABLE 5. Number of Non-Resident Automobiles Travelling in Canada on Customs Permits  
Which Departed in the Years 1950-1954**

**Classified by U.S. Federal States of Registration**

State of origin	1950	1951	1952	1953	1954
<b>North Eastern:</b>					
Connecticut .....	34,808	40,149	42,079	47,727	46,860
Maine.....	121,566	113,102	113,076	114,984	111,796
Massachusetts .....	92,538	104,088	100,716	106,936	104,806
New Hampshire .....	23,698	25,511	25,813	28,774	28,865
New Jersey.....	48,365	55,288	55,539	62,232	60,342
New York .....	444,848	465,754	472,686	517,471	517,998
Pennsylvania .....	110,292	120,528	119,745	134,280	121,739
Rhode Island .....	13,961	14,991	14,970	16,482	15,136
Vermont.....	91,398	88,160	87,168	95,715	89,502
	981,474	1,027,571	1,031,792	1,124,601	1,097,044
<b>% of Total.....</b>	<b>48.1</b>	<b>46.7</b>	<b>45.8</b>	<b>45.4</b>	<b>45.2</b>
<b>Great Lakes:</b>					
Illinois .....	63,376	69,979	73,532	80,240	78,549
Indiana .....	27,849	31,530	32,097	36,536	34,443
Michigan .....	383,404	427,731	428,668	481,916	477,874
Ohio.....	128,249	143,042	145,038	158,806	150,088
Wisconsin.....	24,993	27,714	28,856	31,638	31,058
	627,871	699,996	708,191	789,136	772,012
<b>% of Total.....</b>	<b>30.7</b>	<b>31.8</b>	<b>31.4</b>	<b>31.9</b>	<b>31.8</b>
<b>North Western:</b>					
Minnesota .....	32,747	34,708	38,420	43,600	49,658
Montana.....	14,299	15,017	16,589	17,981	19,100
North Dakota .....	18,934	23,307	24,559	25,109	25,944
	65,980	73,032	79,568	86,690	94,702
<b>% of Total.....</b>	<b>3.2</b>	<b>3.3</b>	<b>3.5</b>	<b>3.5</b>	<b>3.9</b>
<b>West Coast:</b>					
California .....	56,986	59,535	64,342	71,620	69,434
Oregon.....	21,098	25,416	26,238	26,980	26,295
Washington .....	150,367	162,734	166,452	177,540	174,734
	228,451	247,685	257,032	276,140	270,463
<b>% of Total.....</b>	<b>11.2</b>	<b>11.3</b>	<b>11.4</b>	<b>11.2</b>	<b>11.2</b>
<b>Other:</b>					
	139,182	151,838	177,346	198,775	192,619
<b>% of Total.....</b>	<b>6.8</b>	<b>6.9</b>	<b>7.9</b>	<b>8.0</b>	<b>7.9</b>
<b>Total .....</b>	<b>2,042,958</b>	<b>2,200,122</b>	<b>2,253,929</b>	<b>2,475,342</b>	<b>2,426,840</b>

**TABLE 6. Average Expenditure Per Car Declared by Non-Resident Permit-Holding Motorists<sup>1</sup>  
by U.S. Federal States of Registration, 1950-1954**

State of registration	Average declared expenditure per car				
	1950	1951	1952	1953	1954
<b>North Eastern:</b>					
Connecticut .....	82.63	78.76	67.63	71.32	67.74
Maine .....	22.20	22.08	20.90	22.08	23.21
Massachusetts .....	91.52	85.03	79.45	83.06	80.90
New Hampshire .....	51.16	51.27	46.66	47.93	43.83
New Jersey .....	95.71	89.52	81.50	93.91	91.22
New York .....	59.22	58.11	51.83	53.34	51.76
Pennsylvania .....	84.58	82.09	74.78	78.08	77.84
Rhode Island .....	83.75	78.73	69.70	76.35	67.63
Vermont .....	13.65	15.16	14.14	14.12	13.75
<b>Great Lakes:</b>					
Illinois .....	94.02	89.48	83.56	79.67	69.32
Indiana .....	74.27	68.62	64.80	67.02	61.65
Michigan .....	37.60	33.82	30.49	30.32	30.87
Ohio .....	92.41	88.93	79.65	78.80	79.40
Wisconsin .....	86.61	81.06	76.88	79.25	67.57
<b>North Western:</b>					
Minnesota .....	78.50	72.82	66.56	66.65	59.07
Montana .....	73.48	70.74	59.27	64.95	61.20
North Dakota .....	55.66	51.48	45.50	47.65	42.54
<b>West Coast:</b>					
California .....	113.24	110.28	99.47	102.41	103.41
Oregon .....	97.11	103.32	92.74	99.82	97.22
Washington .....	50.06	53.55	50.18	53.76	52.93
<b>Other .....</b>	<b>100.11</b>	<b>92.42</b>	<b>86.84</b>	<b>87.34</b>	<b>85.45</b>

1. Including commuters, summer residents and locals.

**TABLE 7. Average Declared Expenditure per Car, Total Expenditures in Canada of Non-Resident Permit-Holding Motorists<sup>1</sup> Who Departed in 1954, Average Length of Visit and Average Expenditure per Car per Day**

State of origin	Entries on customs permits as % of automobile registrations	Average expenditure per car	Total expenditures	Average length of visit	Average expenditure per car per day
	%	\$	\$	(days)	\$
Alabama .....	0.6	55.38	222,295	4.70	11.78
Arizona .....	0.9	95.80	251,762	8.48	11.30
Arkansas .....	0.5	55.13	107,559	5.47	10.08
California .....	1.4	103.41	7,180,170	7.04	14.69
Colorado .....	1.1	78.00	459,498	5.67	13.76
Connecticut .....	6.1	67.74	3,174,296	4.75	14.26
Delaware .....	2.5	82.50	228,608	5.33	15.49
Dist. of Columbia .....	2.6	106.62	473,499	7.32	14.56
Florida .....	1.4	102.45	1,721,058	12.66	8.09
Georgia .....	0.5	65.55	297,269	6.57	9.98
Idaho .....	3.5	64.81	513,684	6.97	9.29
Illinois .....	2.9	69.32	5,445,017	5.44	12.75
Indiana .....	2.5	61.65	2,123,411	4.85	12.71
Iowa .....	1.9	86.96	1,515,626	5.69	15.28
Kansas .....	1.1	80.29	664,079	5.97	13.45
Kentucky .....	0.8	59.41	376,125	5.27	11.26
Louisiana .....	0.5	96.81	324,120	7.63	12.69
Maine .....	47.0	23.21	2,594,785	5.11	4.54
Maryland .....	1.8	85.19	1,151,513	5.37	15.87
Massachusetts .....	8.1	80.90	8,478,805	5.84	13.86
Michigan .....	19.2	30.87	14,751,970	4.40	7.02
Minnesota .....	4.6	59.07	2,933,298	5.07	11.66
Mississippi .....	0.4	75.27	120,658	7.55	9.97
Missouri .....	1.1	82.61	1,079,382	6.47	12.77
Montana .....	8.9	61.20	1,168,920	5.16	11.85
Nebraska .....	1.2	94.42	570,014	5.95	15.88
Nevada .....	1.4	117.83	140,100	10.06	11.71
New Hampshire .....	17.6	43.83	1,265,153	3.85	11.38
New Jersey .....	3.6	91.22	5,504,397	5.22	17.49
New Mexico .....	0.7	84.32	143,260	7.30	11.54
New York .....	13.3	51.76	26,811,576	7.35	7.05
North Carolina .....	0.5	70.93	400,613	7.78	9.12
North Dakota .....	12.8	42.54	1,103,658	5.53	7.69
Ohio .....	5.2	79.40	11,916,987	6.17	12.87
Oklahoma .....	0.7	102.62	475,336	7.49	13.70
Oregon .....	3.8	97.22	2,556,400	5.97	16.29
Pennsylvania .....	4.0	77.84	9,476,164	5.13	15.16
Rhode Island .....	5.9	67.63	1,023,648	5.33	12.69
South Carolina .....	0.4	66.15	154,460	6.63	9.98
South Dakota .....	1.6	88.49	319,272	5.61	15.76
Tennessee .....	0.6	56.56	295,696	5.02	11.26
Texas .....	0.5	88.62	1,269,393	6.96	12.73
Utah .....	1.8	76.80	330,547	4.96	15.50
Vermont .....	77.3	13.75	1,230,653	4.24	3.24
Virginia .....	1.2	75.03	861,569	6.08	12.34
Washington .....	19.8	52.93	9,248,671	3.99	13.25
West Virginia .....	1.5	79.24	456,977	5.37	14.76
Wisconsin .....	2.8	67.57	2,098,589	4.78	14.13
Wyoming .....	1.6	102.76	187,023	7.06	14.55

1. Including commuters, summer residents and locals.

**TABLE 8. State of Destination Reported by Canadians;  
Special Survey August-December 1954**

State of destination	Grand total	Automobile	Non-Automobile
	%	%	%
New York .....	24.27	22.61	29.50
Washington .....	16.74	17.79	13.43
Michigan .....	9.01	9.05	8.86
California .....	5.28	4.64	7.30
Massachusetts .....	5.10	5.02	5.34
Montana.....	4.75	6.11	0.49
Minnesota .....	3.70	3.61	4.00
North Dakota .....	3.39	4.21	0.78
Maine.....	3.36	3.73	2.20
Illinois .....	2.73	1.67	6.07
Florida .....	2.62	2.38	3.40
Oregon.....	2.54	2.57	2.46
Ohio.....	2.02	2.11	1.72
New Jersey.....	1.58	1.18	2.83
Vermont.....	1.52	1.67	1.03
Pennsylvania .....	1.37	1.33	1.48
Connecticut .....	0.93	0.82	1.27
Dist. of Columbia .....	0.82	0.68	1.28
New Hampshire .....	0.76	0.82	0.56
Idaho .....	0.72	0.89	0.17
Virginia.....	0.69	0.77	0.46
Wyoming .....	0.52	0.64	0.13
Oklahoma .....	0.51	0.63	0.13
Wisconsin.....	0.50	0.52	0.44
Other.....	4.57	4.55	4.67
<b>Total .....</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>

TABLE 9. Number of Canadian Motorists Returning to Canada in 1954, Classified by Length of Visit

Day's stay	Number of automobiles	% of total automobiles	Number of persons	Average persons per car
1 .....	3,968,820	83.360	11,358,592	2.86
2 .....	329,094	6.912	971,973	2.95
3 .....	141,157	2.965	430,770	3.05
4 .....	79,448	1.669	238,927	3.01
5 .....	36,754	0.772	111,563	3.04
6 .....	25,364	0.533	78,345	3.09
7 .....	64,830	1.362	199,324	3.07
8 .....	10,587	0.222	32,409	3.06
9 .....	5,810	0.122	17,396	2.99
10 .....	17,915	0.376	52,522	2.93
11 .....	3,433	0.072	10,290	3.00
12 .....	4,985	0.105	15,100	3.03
13 .....	1,563	0.033	4,743	3.03
14 .....	29,404	0.618	88,314	3.00
15 .....	2,832	0.059	9,071	3.20
16 .....	1,513	0.032	4,544	3.00
17 .....	858	0.018	2,577	3.00
18 .....	1,327	0.028	3,754	2.83
19 .....	436	0.009	1,222	2.80
20 .....	830	0.017	2,385	2.87
21 .....	11,224	0.236	32,007	2.85
22 .....	222	0.005	660	2.97
23 .....	226	0.005	675	2.99
24 .....	242	0.005	648	2.68
25 .....	353	0.007	981	2.78
26 .....	170	0.004	474	2.79
27 .....	108	0.002	304	2.81
28 .....	1,468	0.031	4,197	2.86
29 .....	84	0.002	218	2.60
30- 39 .....	8,931	0.188	25,167	2.82
40- 49 .....	2,595	0.054	7,070	2.72
50- 59 .....	186	0.004	493	2.65
60- 69 .....	2,941	0.062	8,048	2.74
70- 79 .....	452	0.009	1,143	2.53
80- 89 .....	35	0.001	103	2.94
90- 99 .....	1,728	0.036	4,425	2.56
100-119 .....	141	0.003	364	2.58
120-139 .....	1,062	0.022	2,517	2.37
140-169 .....	716	0.015	1,776	2.48
170-199 .....	816	0.017	1,929	2.36
200-over .....	377	0.008	929	2.46
<b>Totals .....</b>	<b>4,761,037</b>	<b>100.000</b>	<b>13,727,949</b>	<b>2.88</b>

**TABLE 10. Number of Canadian Automobiles Returning to Canada in 1954, Classified by Length of Visit, by Province of Re-Entry**

Day's stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	B.C. and Y.T.
1.....	1,105,838	674,211	1,463,376	135,570	62,083	29,025	498,717
2.....	10,265	44,086	169,088	21,331	11,921	11,236	61,167
3.....	7,609	28,807	50,704	11,152	7,276	6,968	28,641
4.....	4,936	18,810	28,867	5,031	3,080	3,827	14,897
5.....	2,298	9,490	11,462	2,691	1,567	2,102	7,144
6.....	3,120	6,420	8,354	1,310	777	1,457	3,926
7.....	5,345	21,421	23,013	2,828	1,231	1,448	9,544
8.....	1,443	2,012	3,254	682	466	638	2,092
9.....	545	1,076	1,546	425	320	465	1,433
10.....	2,421	4,239	5,972	845	539	664	3,235
11.....	254	578	900	249	215	333	904
12.....	920	889	1,292	288	212	355	1,029
13.....	140	274	285	140	115	185	424
14.....	889	8,015	10,642	1,579	755	815	6,709
15.....	306	1,287	455	115	111	160	398
16.....	243	197	423	91	83	144	332
17.....	46	155	181	56	72	112	236
18.....	75	248	364	111	76	114	339
19.....	29	46	85	40	44	69	123
20.....	34	142	248	45	73	86	202
21.....	236	2,545	4,364	666	401	387	2,625
22.....	6	28	42	20	26	43	57
23.....	8	23	43	23	22	36	71
24.....	9	42	56	22	17	27	69
25.....	11	59	108	32	16	42	85
26.....	8	23	35	14	15	27	48
27.....	6	13	30	16	9	12	22
28.....	64	347	643	90	33	49	242
29.....	7	6	34	5	5	8	19
30-39.....	238	2,238	3,504	499	368	459	1,625
40-49.....	55	630	999	163	113	134	501
50-59.....	1	40	85	10	10	8	32
60-69.....	72	839	1,109	127	118	157	519
70-79.....	4	102	143	33	35	34	101
80-89.....	—	8	10	4	1	—	12
90-99.....	45	331	728	90	118	93	323
100-119.....	1	17	45	14	19	20	25
120-139.....	31	144	419	69	143	83	173
140-169.....	7	120	279	38	101	50	121
170-199.....	19	121	443	48	60	28	97
200-over.....	8	61	152	30	25	34	67
<b>Totals.....</b>	<b>1,147,592</b>	<b>830,140</b>	<b>1,793,782</b>	<b>186,592</b>	<b>92,671</b>	<b>61,934</b>	<b>648,326</b>

TABLE 11. Balance of Payments on Travel Account Between Canada and Other Countries, 1926-1954

(Net Credits + Net Debits-)

(\$ Million)

Year	Account with United States			Account with overseas countries <sup>1</sup>			Account with all countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
1926.....	140	70	+ 70	12	29	- 17	152	99	+ 53
1927.....	148	72	+ 76	15	28	- 13	163	100	+ 63
1928.....	163	72	+ 91	14	26	- 12	177	98	+ 79
1929.....	184	81	+ 103	14	27	- 13	198	108	+ 90
1930.....	167	67	+ 100	13	25	- 12	180	92	+ 88
1931.....	141	52	+ 89	12	19	- 7	153	71	+ 82
1932.....	103	30	+ 73	11	19	- 8	114	49	+ 65
1933.....	81	30	+ 51	8	14	- 6	89	44	+ 45
1934.....	96	36	+ 60	10	14	- 4	106	50	+ 56
1935.....	107	48	+ 59	10	16	- 6	117	64	+ 53
1936.....	129	54	+ 75	13	21	- 8	142	75	+ 67
1937.....	149	65	+ 84	17	22	- 5	166	87	+ 79
1938.....	134	66	+ 68	15	20	- 5	149	86	+ 63
1939.....	137	67	+ 70	12	14	- 2	149	81	+ 68
1940.....	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941.....	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942.....	79	24	+ 55	3	3	—	82	27	+ 55
1943.....	87	34	+ 53	2	3	- 1	89	37	+ 52
1944.....	117	57	+ 60	3	3	—	120	60	+ 60
1945.....	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946.....	216	130	+ 86	6	6	—	222	136	+ 86
1947.....	241	152	+ 89	10	15	- 5	251	167	+ 84
1948.....	267	113	+ 154	13	22	- 9	280	135	+ 145
1949.....	267	165	+ 102	18	28	- 10	285	193	+ 92
1950.....	260	193	+ 67	15	33	- 18	275	226	+ 49
1951.....	258	246	+ 12	16	34	- 18	274	280	- 6
1952.....	257	294	- 37	18	47	- 29	275	341	- 66
1953.....	282	307	- 25	20	58	- 38	302	365	- 63
1954 <sup>2</sup> .....	280	313	- 33	22	69	- 47	302	382	- 80

1. Prior to confederation with Canada in 1949 Newfoundland was classed as an overseas country.

2. Subject to revision.

**TABLE 12. Number of Foreign Automobiles and Other Vehicles Entering Canada, by Province of Entry, 1950-1954**

Entering by ports in	1950	1951	1952	1953	1954
<b>Non-permit class — Local traffic<sup>1</sup></b>					
Atlantic Provinces .....	865,466	890,596	967,478	1,009,549	1,014,429
Quebec .....	276,231	287,626	289,369	348,679	315,117
Ontario .....	3,378,024	3,670,008	3,806,941	4,127,205	4,119,909
Manitoba.....	54,119	65,060	71,783	71,334	66,571
Saskatchewan .....	20,755	21,390	25,655	25,493	23,789
Alberta .....	19,717	17,029	19,847	23,254	24,912
British Columbia.....	95,722	105,542	109,917	122,165	120,510
Yukon .....	1,192	992	2,263	1,520	1,536
<b>Canada<sup>2</sup></b> .....	<b>4,711,226</b>	<b>5,058,243</b>	<b>5,293,253</b>	<b>5,729,199</b>	<b>5,686,773</b>
<b>Traveller's vehicle permits<sup>1</sup></b>					
Atlantic Provinces .....	148,265	151,219	152,421	161,286	163,034
Quebec .....	374,246	384,156	393,507	413,016	396,783
Ontario .....	1,236,290	1,343,083	1,362,363	1,534,135	1,492,378
Manitoba.....	26,315	35,480	38,040	39,971	46,499
Saskatchewan .....	15,715	16,786	19,288	21,155	20,863
Alberta .....	35,812	37,454	42,743	44,450	44,894
British Columbia.....	221,642	247,801	262,550	283,846	278,376
Yukon .....	1,863	3,622	7,253	8,255	8,017
<b>Canada<sup>3</sup></b> .....	<b>2,060,148</b>	<b>2,219,601</b>	<b>2,278,165</b>	<b>2,506,114</b>	<b>2,450,844</b>
<b>Commercial vehicles</b>					
Atlantic Provinces .....	79,272	84,394	89,951	83,707	77,259
Quebec .....	44,238	45,307	43,110	59,019	64,008
Ontario .....	112,825	108,366	138,571	190,197	178,228
Manitoba.....	4,505	6,990	6,801	7,218	10,478
Saskatchewan .....	5,521	4,769	5,658	7,927	7,464
Alberta .....	3,862	3,924	3,988	6,013	4,570
British Columbia.....	10,980	14,707	14,606	17,232	22,645
Yukon .....	366	333	1,051	1,176	1,019
<b>Canada</b> .....	<b>261,569</b>	<b>268,790</b>	<b>303,736</b>	<b>372,489</b>	<b>365,671</b>

1. "Non-permit Class" and Traveller's Vehicle Permits are defined on page 49.

2. Includes 4,120 motorcycles, 13,259 bicycles and 85,973 taxis in 1954.

3. Includes 1,298 motorcycles, 1,762 bicycles and 3,400 other vehicles in 1954.

**TABLE 13. Number of Foreign Automobiles and Other Vehicles Entering Canada,  
by Month of Entry, 1950-1954**

Month	1950	1951	1952	1953	1954
<b>Non-permit class — Local traffic<sup>1</sup></b>					
January .....	250,428	264,544	265,842	298,313	310,994
February .....	229,037	231,951	269,327	286,351	292,040
March .....	259,925	296,211	313,361	342,090	315,682
April .....	315,198	336,229	351,242	377,232	382,137
May .....	394,928	433,970	442,886	482,461	502,268
June .....	484,504	539,502	558,429	579,338	579,387
July .....	690,785	745,704	806,530	819,809	853,426
August .....	634,708	718,260	733,555	806,771	785,499
September .....	467,622	490,436	462,597	561,904	533,970
October .....	382,285	393,898	400,192	448,066	432,533
November .....	296,431	310,452	356,539	373,782	358,980
December .....	305,375	297,086	332,753	353,082	339,857
<b>Total<sup>2</sup> .....</b>	<b>4,711,226</b>	<b>5,058,243</b>	<b>5,293,253</b>	<b>5,729,199</b>	<b>5,686,773</b>
<b>Traveller's vehicle permits<sup>1</sup></b>					
January .....	36,185	40,941	38,113	47,422	48,736
February .....	39,006	38,935	52,439	57,448	59,617
March .....	47,711	62,718	62,515	71,587	67,218
April .....	87,058	86,360	96,379	106,709	107,022
May .....	144,640	148,286	179,463	183,509	194,685
June .....	237,867	290,453	289,088	297,616	275,154
July .....	471,823	489,058	501,019	544,420	562,223
August .....	437,145	503,956	534,262	546,185	515,149
September .....	277,388	281,212	232,580	305,212	289,904
October .....	143,124	147,558	140,607	169,530	162,213
November .....	80,104	76,040	88,016	99,192	96,945
December .....	58,097	54,084	63,684	77,284	71,978
<b>Total<sup>3</sup> .....</b>	<b>2,060,148</b>	<b>2,219,601</b>	<b>2,278,165</b>	<b>2,506,114</b>	<b>2,450,844</b>
<b>Commercial vehicles</b>					
January .....	18,817	20,213	22,594	30,773	28,677
February .....	17,596	19,153	22,037	30,667	28,309
March .....	20,278	21,607	22,614	31,568	32,494
April .....	18,878	21,201	21,922	29,455	28,185
May .....	21,935	24,746	25,126	31,436	30,152
June .....	23,628	25,777	24,442	33,342	31,524
July .....	23,481	23,764	25,482	32,635	30,794
August .....	25,410	24,010	27,677	32,513	29,315
September .....	24,148	24,207	27,760	31,404	30,048
October .....	24,049	22,607	28,806	29,936	31,178
November .....	21,941	21,381	26,424	27,448	31,589
December .....	21,408	20,124	28,852	31,312	33,406
<b>Total .....</b>	<b>261,569</b>	<b>268,790</b>	<b>303,736</b>	<b>372,489</b>	<b>365,671</b>

1. "Non-permit Class" and Traveller's Vehicle Permits are defined on page 49.

2. Includes 4,120 motorcycles, 13,259 bicycles and 85,973 taxis in 1954.

3. Includes 1,298 motorcycles, 1,762 bicycles and 3,400 other vehicles in 1954.

**TABLE 14. Number of Foreign Travellers Entering Canada from the United States, by Province of Entry, 1950-1954**

Province of entry	1950	1951	1952	1953	1954
<b>(a) Rail<sup>1</sup></b>					
Atlantic Provinces.....	14,431	13,722	13,584	12,837	12,433
Quebec.....	163,862	160,180	158,982	143,159	135,830
Ontario.....	191,125	208,499	219,559	202,179	195,556
Manitoba.....	17,548	17,109	17,753	19,145	18,006
Saskatchewan.....	11,883	11,131	12,158	13,240	12,183
Alberta.....	1,474	1,251	1,107	1,593	1,611
British Columbia.....	47,874	70,421	57,913	50,834	48,121
Yukon.....	9,323	9,794	10,160	7,586	8,467
<b>Canada.....</b>	<b>457,520</b>	<b>492,107</b>	<b>491,216</b>	<b>450,573</b>	<b>432,207</b>
<b>(b) Boat</b>					
Atlantic Provinces.....	21,170	21,944	20,797	20,394	19,486
Quebec.....	1,706	3,157	4,541	3,803	3,304
Ontario.....	92,897	125,084	154,627	166,489	193,982
Manitoba.....	—	—	—	—	—
Saskatchewan.....	—	—	—	—	—
Alberta.....	25	—	—	—	—
British Columbia.....	95,719	108,211	122,835	134,717	130,102
Yukon.....	6	—	34	1	3
<b>Canada.....</b>	<b>211,523</b>	<b>258,396</b>	<b>302,834</b>	<b>325,404</b>	<b>346,877</b>
<b>(c) Bus<sup>2</sup></b>					
Atlantic Provinces.....	9,323	8,580	8,771	8,806	8,822
Quebec.....	40,534	37,465	41,540	41,961	41,997
Ontario.....	309,955	312,824	285,928	264,541	239,042
Manitoba.....	4,745	5,289	5,015	5,440	5,801
Saskatchewan.....	368	265	406	463	199
Alberta.....	2,450	2,665	2,898	3,161	3,060
British Columbia.....	39,088	39,861	29,998	27,561	36,218
Yukon.....	—	430	495	272	57
<b>Canada.....</b>	<b>406,463</b>	<b>407,379</b>	<b>375,051</b>	<b>352,205</b>	<b>335,196</b>
<b>(d) Aeroplane</b>					
Atlantic Provinces.....	10,157	9,284	8,939	9,663	10,861
Quebec.....	40,072	47,679	49,606	58,491	63,764
Ontario.....	47,893	59,556	69,018	84,428	94,831
Manitoba.....	7,306	6,062	6,393	8,761	10,959
Saskatchewan.....	337	683	846	1,285	1,278
Alberta.....	17,022	17,953	14,609	12,770	11,762
British Columbia.....	27,403	27,050	28,928	30,603	36,662
Yukon <sup>3</sup> .....	8,232	6,907	6,790	7,414	8,351
<b>Canada.....</b>	<b>158,422</b>	<b>175,174</b>	<b>185,129</b>	<b>213,415</b>	<b>238,468</b>

1. After deducting intransit passengers across Southern Ontario.

2. Exclusive of local bus traffic between border communities by including intransit traffic.

3. Yukon traffic is practically all intransit to and from Alaska.

**TABLE 15. Number of Foreign Travellers Entering Canada from the United States, by Month of Entry, 1950-1954**

Month	1950	1951	1952	1953	1954
<b>(a) Rail (Gross entries)</b>					
January.....	84,982	83,199	89,382	89,109	67,775
February.....	68,493	65,899	80,810	71,832	60,524
March .....	61,891	76,054	70,337	71,000	56,356
April.....	76,816	74,929	74,283	77,859	67,428
May.....	72,384	82,279	89,022	82,274	72,355
June .....	113,593	102,411	118,006	102,340	88,898
July.....	144,234	125,991	122,139	114,984	114,667
August .....	109,661	127,735	122,247	112,935	112,481
September.....	105,664	98,573	86,823	87,044	85,828
October.....	80,625	93,140	82,570	73,659	68,642
November.....	74,589	78,984	71,818	62,448	63,762
December.....	99,608	106,667	103,034	80,625	82,451
<b>Total.....</b>	<b>1,092,540</b>	<b>1,115,861</b>	<b>1,110,471</b>	<b>1,026,109</b>	<b>941,167</b>
<b>(b) Rail (Net entries)</b>					
January.....	29,774	30,093	33,243	31,147	27,908
February.....	26,847	29,877	33,918	29,675	27,476
March .....	24,518	27,565	28,074	27,445	24,748
April.....	31,782	25,754	30,008	29,052	27,534
May.....	23,508	35,254	42,190	32,781	31,519
June .....	55,974	51,973	53,444	50,177	43,571
July.....	76,351	65,107	65,635	61,627	62,719
August .....	47,617	72,662	66,999	59,695	59,654
September.....	41,990	43,648	37,780	40,399	39,854
October.....	33,668	36,194	33,926	31,780	29,200
November.....	27,259	29,834	26,839	23,674	24,910
December.....	38,232	44,146	39,160	33,121	33,114
<b>Total.....</b>	<b>457,520</b>	<b>492,107</b>	<b>491,216</b>	<b>450,573</b>	<b>432,207</b>
<b>(c) Boat</b>					
January.....	1,348	1,318	1,133	1,240	1,381
February.....	1,545	1,163	1,802	1,264	1,539
March .....	1,743	1,613	1,774	1,843	1,541
April.....	4,212	2,879	2,321	2,631	3,174
May.....	6,353	7,137	10,963	14,494	16,116
June .....	31,177	34,835	36,955	46,349	45,290
July.....	70,269	83,916	97,446	102,434	113,749
August .....	63,331	87,917	108,608	94,583	108,175
September.....	21,545	28,082	30,819	39,340	42,783
October.....	5,523	4,875	5,245	11,158	8,103
November.....	2,017	2,447	2,326	6,501	2,865
December.....	2,460	2,214	3,442	3,567	2,161
<b>Total.....</b>	<b>211,523</b>	<b>258,396</b>	<b>302,834</b>	<b>325,404</b>	<b>346,877</b>

**TABLE 15. Number of Foreign Travellers Entering Canada from the United States,  
by Month of Entry, 1950-1954 — Concluded**

Month	1950	1951	1952	1953	1954
<b>(d) Bus<sup>1,2</sup></b>					
January.....	11,446	14,102	12,481	11,649	12,380
February.....	12,442	12,397	15,855	11,112	12,157
March .....	13,885	19,159	12,730	11,178	11,215
April.....	19,107	18,342	20,710	15,377	15,189
May .....	33,830	33,106	34,251	27,131	29,923
June .....	48,598	43,542	45,379	39,599	39,034
July.....	91,439	88,687	82,768	73,007	75,506
August .....	81,840	82,599	76,268	71,453	62,807
September.....	42,664	39,202	26,392	36,780	31,893
October.....	21,521	24,264	20,930	23,577	19,361
November.....	14,569	15,750	14,509	15,040	12,611
December .....	15,122	16,229	12,778	16,302	13,120
<b>Total.....</b>	<b>406,463</b>	<b>407,379</b>	<b>375,051</b>	<b>352,205</b>	<b>335,196</b>
<b>(e) Aeroplane</b>					
January.....	7,408	9,638	9,817	10,598	11,806
February.....	7,549	9,298	9,500	11,148	12,238
March .....	8,657	10,880	11,209	12,554	13,538
April.....	11,051	11,816	12,449	13,775	15,404
May .....	14,449	15,193	14,248	18,163	20,481
June .....	17,794	18,377	19,432	24,981	26,803
July.....	19,858	21,777	23,099	26,447	30,836
August .....	20,424	21,230	24,619	26,917	28,407
September.....	16,947	19,193	20,148	22,826	25,359
October.....	13,665	15,772	15,974	18,256	20,868
November .....	9,960	11,198	12,129	13,507	16,308
December .....	10,660	10,802	12,505	14,243	16,420
<b>Total.....</b>	<b>158,422</b>	<b>175,174</b>	<b>185,129</b>	<b>213,415</b>	<b>238,468</b>

1. Exclusive of local bus traffic between border communities.

2. Includes a small percentage of intransit passengers across Southern Ontario.

**TABLE 16. Number of Canadian Automobiles and Other Vehicles Travelling in the United States by Province of Re-Entry into Canada, 1950-1954**

Province of re-entry	1950	1951	1952	1953	1954
<b>Length of stay — 24 hours or less</b>					
Atlantic Provinces .....	741,496	902,396	1,071,888	1,128,197	1,210,512
Quebec .....	368,932	457,655	589,205	704,508	688,549
Ontario .....	837,120	1,177,829	1,368,502	1,488,384	1,501,664
Manitoba .....	57,026	88,115	115,966	125,330	136,014
Saskatchewan.....	32,989	41,741	55,101	57,265	62,604
Alberta .....	27,725	25,868	28,146	28,036	29,399
British Columbia .....	289,452	351,087	465,460	513,797	503,077
Yukon .....	42	10	212	405	1,332
<b>Canada<sup>1</sup> .....</b>	<b>2,354,782</b>	<b>3,044,701</b>	<b>3,694,480</b>	<b>4,045,922</b>	<b>4,133,151</b>
<b>Length of stay — Over 24 hours</b>					
Atlantic Provinces .....	21,007	28,780	31,698	44,816	41,832
Quebec .....	77,137	109,660	141,396	160,510	156,955
Ontario .....	151,855	219,886	263,158	281,225	331,080
Manitoba .....	21,573	32,649	44,498	51,059	51,086
Saskatchewan.....	16,719	20,929	31,011	35,461	30,613
Alberta .....	20,953	19,451	32,260	34,529	32,961
British Columbia .....	88,644	107,313	141,238	153,443	149,618
Yukon .....	7	20	167	212	200
<b>Canada<sup>2</sup> .....</b>	<b>397,895</b>	<b>538,688</b>	<b>685,426</b>	<b>761,255</b>	<b>794,345</b>
<b>Commercial vehicles</b>					
Atlantic Provinces .....	76,553	83,786	91,690	93,575	89,703
Quebec .....	49,802	61,866	68,751	90,117	99,731
Ontario .....	71,948	118,984	136,040	112,547	101,908
Manitoba .....	6,360	12,424	16,975	20,222	25,646
Saskatchewan.....	7,586	10,396	13,731	14,702	13,819
Alberta .....	5,447	7,000	8,418	7,172	7,364
British Columbia .....	21,533	23,609	28,471	32,910	31,171
Yukon .....	29	15	95	121	152
<b>Canada .....</b>	<b>239,258</b>	<b>318,080</b>	<b>364,171</b>	<b>371,366</b>	<b>369,494</b>

1. Includes 9,458 motorcycles, 26,210 bicycles and 128,664 taxis in 1954.

2. Includes 1,219 motorcycles, 170 bicycles and 739 taxis in 1954.

**TABLE 17. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-Entry into Canada, 1950-1954**

Month	1950	1951	1952	1953	1954
<b>Length of stay — 24 hours or less</b>					
January .....	130,265	165,051	198,559	242,225	225,882
February .....	126,339	144,268	216,613	230,639	236,210
March.....	148,200	205,536	250,177	279,485	271,830
April .....	181,864	234,231	289,605	322,646	334,083
May .....	206,627	279,373	319,283	383,474	396,567
June.....	218,359	298,456	349,662	376,517	381,040
July .....	270,134	357,098	413,466	440,589	488,972
August.....	254,900	342,162	428,392	468,052	470,042
September .....	217,405	304,002	336,714	356,604	372,287
October .....	226,960	274,094	322,878	353,314	362,777
November .....	187,213	220,575	297,551	305,716	308,705
December .....	186,516	219,855	271,580	286,661	284,756
<b>Total<sup>1</sup> .....</b>	<b>2,354,782</b>	<b>3,044,701</b>	<b>3,694,480</b>	<b>4,045,922</b>	<b>4,133,151</b>
<b>Length of stay — Over 24 hours</b>					
January .....	8,938	12,559	13,971	20,340	20,454
February .....	7,751	11,482	18,489	20,652	21,826
March.....	12,626	28,403	26,052	31,751	30,760
April .....	27,526	28,482	50,195	57,771	58,475
May .....	22,359	34,450	46,560	56,357	66,465
June.....	31,052	43,915	61,189	60,903	62,326
July .....	67,967	97,772	112,876	122,580	131,502
August.....	76,830	103,721	134,654	148,325	145,830
September .....	52,375	70,493	81,390	89,395	91,442
October .....	43,662	54,173	69,816	76,062	75,468
November .....	25,560	30,119	40,635	43,146	49,567
December .....	21,249	23,119	29,599	33,973	40,230
<b>Total<sup>2</sup> .....</b>	<b>397,895</b>	<b>538,688</b>	<b>685,426</b>	<b>761,255</b>	<b>794,345</b>
<b>Commercial Vehicles</b>					
January .....	16,557	26,027	30,312	34,113	34,780
February .....	18,658	27,086	32,021	36,414	37,817
March.....	20,265	28,362	31,961	31,373	35,195
April .....	16,079	23,011	25,370	27,199	26,401
May .....	19,323	26,746	30,344	29,102	28,629
June.....	20,137	27,766	31,055	29,614	30,402
July .....	20,731	27,224	32,331	29,888	30,763
August.....	25,432	27,919	32,739	29,824	31,566
September .....	21,236	26,082	30,467	30,739	27,977
October .....	21,213	27,334	32,246	32,630	29,652
November .....	19,746	25,815	27,552	30,432	27,417
December .....	19,881	24,708	27,773	30,038	28,895
<b>Total .....</b>	<b>239,258</b>	<b>318,080</b>	<b>364,171</b>	<b>371,366</b>	<b>369,494</b>

1. Includes 9,458 motorcycles, 26,210 bicycles and 128,664 taxis in 1954.

2. Includes 1,219 motorcycles, 170 bicycles and 739 taxis in 1954.

TABLE 18. Number of Canadians Returning from the United States by Province of Re-Entry into Canada, 1950-1954

Province of re-entry	1950	1951	1952	1953	1954
<b>(a) Rail</b>					
Atlantic Provinces .....	13,196	15,459	16,038	15,558	14,014
Quebec .....	153,814	163,379	169,981	150,098	155,912
Ontario .....	245,995	237,064	245,330	238,923	218,789
Manitoba .....	20,196	22,124	25,094	23,897	24,905
Saskatchewan .....	5,955	5,971	6,217	6,141	5,467
Alberta .....	770	511	222	38	16
British Columbia .....	57,179	80,070	90,091	76,869	71,682
Yukon .....	1,740	1,526	1,600	999	1,239
<b>Canada .....</b>	<b>498,845</b>	<b>526,104</b>	<b>554,573</b>	<b>512,523</b>	<b>492,024</b>
<b>(b) Boat</b>					
Atlantic Provinces .....	34,442	37,161	48,000	56,798	42,191
Quebec .....	4,418	1,711	3,872	2,032	1,683
Ontario .....	10,536	9,474	19,380	39,522	39,934
Manitoba .....	—	—	—	—	—
Saskatchewan .....	—	—	—	—	—
Alberta .....	10	—	—	—	—
British Columbia .....	17,157	20,955	24,363	28,763	29,320
Yukon .....	2	6	41	29	—
<b>Canada .....</b>	<b>66,565</b>	<b>69,307</b>	<b>95,656</b>	<b>127,144</b>	<b>113,128</b>
<b>(c) Bus<sup>1</sup></b>					
Atlantic Provinces .....	14,670	17,702	18,815	17,840	16,453
Quebec .....	67,270	76,118	87,071	82,359	74,678
Ontario .....	390,676	391,689	364,492	333,135	304,653
Manitoba .....	17,522	20,257	23,186	21,823	21,729
Saskatchewan .....	1,176	933	756	580	596
Alberta .....	4,069	4,760	5,767	5,300	5,065
British Columbia .....	81,695	78,351	87,801	77,065	76,405
Yukon .....	—	42	110	120	35
<b>Canada .....</b>	<b>577,078</b>	<b>589,852</b>	<b>587,998</b>	<b>538,222</b>	<b>499,614</b>
<b>(d) Aeroplane</b>					
Atlantic Provinces .....	4,669	4,864	5,297	6,452	6,732
Quebec .....	31,106	41,516	49,468	60,560	66,104
Ontario .....	51,629	65,995	79,436	96,369	98,984
Manitoba .....	5,416	3,694	3,868	5,151	5,436
Saskatchewan .....	146	242	311	469	506
Alberta .....	2,104	3,381	5,138	5,903	5,188
British Columbia .....	16,051	19,244	21,493	24,721	28,851
Yukon .....	394	385	551	831	656
<b>Canada .....</b>	<b>111,515</b>	<b>139,321</b>	<b>165,562</b>	<b>200,456</b>	<b>212,457</b>

1. Exclusive of local bus traffic between border communities.

**TABLE 19. Number of Canadians Returning from the United States  
by Month of Re-Entry into Canada, 1950-1954**

Month	1950	1951	1952	1953	1954
<b>(a) Rail (Gross entries)</b>					
January .....	47,910	42,600	43,679	41,410	38,944
February .....	28,560	29,937	35,942	32,041	28,613
March .....	31,014	48,781	39,940	34,669	35,652
April .....	44,903	38,186	59,039	49,992	48,263
May .....	32,015	38,963	41,871	39,200	39,484
June .....	40,813	39,420	41,418	35,919	32,928
July .....	55,136	56,506	55,763	54,922	51,869
August .....	48,996	59,096	63,980	61,106	58,560
September .....	43,656	49,547	47,391	41,824	41,960
October .....	46,284	45,577	46,155	46,920	42,861
November .....	36,423	35,910	36,297	34,504	35,095
December .....	43,135	41,581	43,098	40,016	37,795
<b>Total .....</b>	<b>498,845</b>	<b>526,104</b>	<b>554,573</b>	<b>512,523</b>	<b>492,024</b>
<b>(b) Rail (Net entries)</b>					
January .....	47,492	42,070	43,227	40,810	38,434
February .....	28,206	29,526	35,533	31,562	28,146
March .....	30,523	48,126	39,531	34,197	35,189
April .....	44,266	37,659	58,288	49,206	47,540
May .....	31,194	38,368	41,298	38,495	38,883
June .....	40,075	38,754	40,802	35,301	32,475
July .....	54,270	55,619	54,980	54,167	51,207
August .....	48,326	58,141	63,115	60,406	57,947
September .....	42,902	48,871	46,796	41,263	41,505
October .....	45,588	44,789	45,603	46,245	42,360
November .....	35,647	35,127	35,634	33,927	34,483
December .....	42,201	40,793	42,321	39,252	37,088
<b>Total .....</b>	<b>490,690</b>	<b>517,843</b>	<b>547,128</b>	<b>504,831</b>	<b>485,257</b>
<b>(c) Boat</b>					
January .....	3,198	3,288	3,010	5,067	4,123
February .....	2,661	3,080	3,439	4,354	2,932
March .....	3,404	3,628	3,310	4,647	2,821
April .....	3,021	4,014	4,283	5,793	5,182
May .....	3,729	4,811	6,255	8,135	6,484
June .....	6,634	5,987	9,070	11,773	13,427
July .....	12,169	10,310	18,246	20,505	23,811
August .....	11,855	12,413	19,572	25,473	22,443
September .....	6,752	8,035	10,461	14,840	13,239
October .....	4,927	5,091	6,435	11,716	8,139
November .....	3,767	4,138	6,066	7,724	4,853
December .....	4,448	4,512	5,509	7,117	5,674
<b>Total .....</b>	<b>66,565</b>	<b>69,307</b>	<b>95,656</b>	<b>127,144</b>	<b>113,128</b>

**TABLE 19. Number of Canadians Returning from the United States  
by Month of Re-Entry into Canada, 1950-1954 — Concluded**

Month	1950	1951	1952	1953	1954
<b>(d) Bus<sup>1</sup></b>					
January.....	28,785	34,888	30,737	27,936	27,346
February.....	27,641	31,509	35,986	26,550	24,584
March .....	35,584	41,497	39,907	32,963	29,442
April .....	45,718	35,314	43,524	41,321	38,299
May .....	45,005	50,272	46,544	49,451	45,094
June .....	53,061	57,304	66,828	57,921	53,934
July.....	72,865	80,207	74,342	70,292	68,293
August .....	82,345	81,411	82,538	71,726	70,776
September.....	56,611	58,021	55,535	50,840	46,844
October.....	51,110	46,872	43,950	43,599	38,520
November .....	38,963	35,646	35,130	33,724	29,936
December .....	39,390	36,911	32,977	31,899	26,546
<b>Total.....</b>	<b>577,078</b>	<b>589,852</b>	<b>587,998</b>	<b>538,222</b>	<b>499,614</b>
<b>(e) Aeroplane</b>					
January.....	5,613	10,194	11,240	14,841	16,506
February.....	5,936	9,351	11,173	14,304	14,851
March .....	7,872	13,468	14,175	18,223	19,928
April .....	10,786	12,570	15,785	20,938	22,060
May .....	10,158	12,127	12,294	16,978	18,727
June .....	9,437	11,502	14,091	15,357	15,893
July.....	9,414	11,061	13,202	15,513	16,137
August.....	10,635	12,228	14,752	17,356	17,074
September.....	11,050	13,487	15,910	17,657	19,960
October.....	12,182	13,479	17,291	20,245	19,736
November .....	9,598	10,768	13,427	14,718	16,520
December .....	8,834	9,086	12,222	14,326	15,065
<b>Total.....</b>	<b>111,513</b>	<b>139,321</b>	<b>165,562</b>	<b>200,456</b>	<b>212,457</b>

1. Exclusive of local bus traffic between border communities.

**Classification Definitions used in this Report.**

1. "Commercial Vehicles" are trucks used for commercial purposes.
2. Highway Traffic not classified as commercial vehicles consists of automobiles, taxis, motorcycles and bicycles.

**3. Foreign Vehicles Inward**

- (a) Non-Permit Class consists of local vehicles which do not require Customs permits. They are restricted to travel within the jurisdiction of the port and may not remain in Canada more than 48 hours.

Also included are the repeat trips of commuters and others who cross the border frequently on commuting permits. (See below).

- (b) Traveller's vehicle permits are issued to foreign vehicles which remain in Canada longer than 48 hours or which travel beyond the jurisdiction of the port of entry. (Thus a motorist who intends to leave the country at a point other than that of entry must apply for a traveller's vehicle permit).

These permits are usually valid for periods of 60 days or 6 months, but more than 50 per cent of all permits issued each year are used for visits of less than 48 hours.

Also included in this class are commuting permits which entitle the holders to cross the border frequently during the tenure of their permits. Repeat trips after the first, however, are included in the non-permit class, as mentioned above.

**4. Canadian Vehicles Inward**

Canadian vehicles returning to Canada are classified by length of stay depending upon whether they are abroad for more or less than 24 hours.

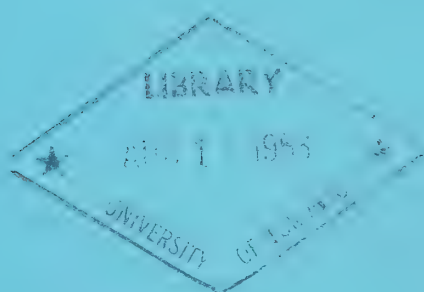
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TRAVEL BETWEEN CANADA  
AND  
OTHER COUNTRIES  
1955



DOMINION BUREAU OF STATISTICS  
International Trade Division  
Balance of Payments



DOMINION BUREAU OF STATISTICS

International Trade Division

Balance of Payments Section

TRAVEL BETWEEN CANADA  
AND  
OTHER COUNTRIES  
1955

*Published by Authority of*

The Right Honourable C. D. Howe, Minister of Trade and Commerce



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# TRAVEL BETWEEN CANADA AND OTHER COUNTRIES

## 1955

### Leading Developments in Travel between Canada and Other Countries

Travel between Canada and other countries reached new records in 1955 both in the number of people from other countries visiting Canada and the number of Canadians visiting other countries. The total number of visits to Canada by people from other countries amounted to 28.3 million, an increase of nearly 2 million visits or 7 per cent over the previous year. The previous record was established in 1953 when 28.0 million visits to Canada were recorded.

Expenditures in Canada by travellers from other countries also reached an all time record in 1955. Visitors from all countries left approximately \$328 million in Canada during the past year, an additional \$23 million when compared with 1954 or an increase of between 7 and 8 per cent. Receipts from residents of the United States travelling in Canada advanced some \$20 million or 7 per cent, corresponding with the change in volume of traffic and established a new record of \$303 million. Receipts from overseas countries reached \$25 million during the past year, the highest figure recorded for this item. Receipts from this source were between 13 and 14 per cent higher than the previous record established in 1954.

A new record was also reached in the number of Canadians visiting other countries during 1955. The number of visits to the United States by Canadians advanced from 23.3 million in 1954 to 24.8 million in 1955, a gain of 6 per cent. During the same year the number of Canadians returning from overseas countries was approximately 20 per cent higher than in 1954, indicating a growing tendency of Canadians to travel farther afield.

Expenditures on travel in other countries by residents of Canada advanced at an accelerated rate in 1955. Canadians spent approximately \$449 million on travel in other countries during the past year, an increase of \$60 million or more than 15 per cent. Compared with an increase of over 7 per cent in our receipts, the momentum in travel by Canadians has widened the gap between debits and credits in Canada's travel account with other countries. The debit balance on travel account with the United States increased from \$37 million to \$60 million and with overseas countries from \$47 million to \$61 million. The total debit balance in account with all countries stood at \$121 million which is the highest on record, an additional \$37 million when compared with 1954.

**STATEMENT 1. Number and Expenditures of United States Travellers in Canada, 1952-1955**

Type of Transportation	Number of Persons				Expenditures			
	1952	1953	1954	1955	1952	1953	1954	1955
	(Thousands)				(\$ Millions)			
<b>Automobile:</b>								
Non-permit or local traffic .....	9,085	9,557	9,720	10,923	18.6	21.9	22.8	28.5
Customs Permits .....	6,672	7,316	7,128	7,315	123.9	135.0	127.5	136.9
Repeat trips of permit holders .....	2,811	2,520	1,795	2,594	—	—	—	—
<b>Total .....</b>	<b>18,568</b>	<b>19,393</b>	<b>18,643</b>	<b>20,832</b>	<b>142.5</b>	<b>156.9</b>	<b>150.3</b>	<b>165.4</b>
<b>Non-Automobile:</b>								
Rail .....	1,111	1,026	941	940	45.9	43.9	46.2	41.5
Boat .....	303	326	347	370	14.2	14.2	16.8	13.0
Through bus .....	375	352	335	340	18.1	23.0	23.2	22.3
Plane .....	185	214	239	288	21.9	24.9	26.0	37.3
Other .....	5,735	6,714	5,908	5,513	14.4	19.3	20.7	23.4
<b>Total .....</b>	<b>7,709</b>	<b>8,632</b>	<b>7,770</b>	<b>7,451</b>	<b>114.5</b>	<b>125.3</b>	<b>132.9</b>	<b>137.5</b>
<b>Grand total .....</b>	<b>26,277</b>	<b>28,025</b>	<b>26,413</b>	<b>28,283</b>	<b>257.0</b>	<b>282.2</b>	<b>283.2</b>	<b>302.9</b>

## United States Travel Expenditures in Canada by Types of Transportation

An analysis of travel expenditures in Canada during 1955 by type of transportation reveals a change in pattern from the previous year. More than 75 per cent of the increase over the previous year was in the automobile classification where expenditures were \$15 million or 10 per cent more than in 1954. Expenditures of the non-automobile classifications were nearly \$5 million or 3 per cent higher than in 1954, following a trend similar to the experience of the previous year. The pattern of automobile traffic, however, ran contrary to the trend of the

previous year when a decline appeared in automobile expenditures.

The volume of traffic entering Canada on travelers' vehicle permits advanced 3 per cent in 1955 but expenditures of this classification were 7 per cent higher, accounting for \$9 million of the increase over the previous year. The volume of non-permit travel was nearly 10 per cent heavier and expenditures nearly 25 per cent greater due to higher averages per visit in addition to the increase in volume.

## STATEMENT 2. Average Declared Expenditures per Car of Non-Resident Motorists Travelling in Canada on Customs Permits, by Class of Permit, 1951-1955

Class of permit	1951	1952	1953	1954	1955
Commuter .....	288.16	320.25	301.23	302.60	294.10
Summer resident .....	345.66	322.36	315.79	368.29	417.05
Local .....	131.57	117.85	81.59	56.15	49.10
Other (See statement 3 for detail) .....	57.25	51.92	53.63	52.16	54.79

Statement 2 shows that average expenditures did not follow the same trend for all classes of customs permit travel. There was a substantial increase in the average reported by summer residents and a more moderate advance in the "other" classification. Average expenditures reported by commuters and locals were somewhat lower in 1955. The volume of traffic in the special classifications was somewhat higher in 1955 but it made up a smaller part of the total. The number of summer residents declined from 1954 but average expend-

itures advanced sufficiently to record an increase in the amount spent in Canada. The amount spent in Canada by the commuter and local classifications was somewhat higher in 1955 due to an increase in the number of entries, the rates being slightly lower. With the exception of British Columbia average expenditures of all other provinces in the important "other class", which contains most of the tourists entering by car, were higher in 1955 as revealed in Statement 3.

STATEMENT 3. Average Declared Expenditure per Car of Non-Resident Motorists Travelling in Canada on Customs Permits<sup>1</sup> by Province of Exit 1951-1955

Province of Exit	1951	1952	1953	1954	1955
Atlantic Provinces .....	78.62	72.61	80.18	80.53	83.52
Quebec .....	59.87	55.07	57.05	52.25	55.12
Ontario .....	48.11	42.07	39.90	38.08	42.66
Manitoba .....	80.88	71.89	73.45	67.44	68.31
Saskatchewan .....	91.07	83.86	96.50	89.77	99.45
Alberta .....	126.53	114.31	116.23	109.34	109.43
British Columbia .....	84.91	84.11	93.29	89.62	86.22
<b>Total (See table 1 for 1955 analysis) .....</b>	<b>57.25</b>	<b>51.92</b>	<b>53.63</b>	<b>52.16</b>	<b>54.79</b>

1. Exclusive of commuters, summer residents and locals.

Expenditures of travellers arriving by aeroplane were 43 per cent higher in 1955 than in the previous year. The number of arrivals via this type of transportation advanced 21 per cent and expenditures were \$11 million higher due to the increase in volume and higher averages per visit. The increase in volume and higher average expenditures per visit were consistent throughout each quarter of the year. Longer visits were reported by persons arriving by aeroplane.

The expenditures of persons entering Canada by train, bus and boat were \$9 million lower in 1955 than in the previous year. Average expenditure per visit was lower for each of the three types of

transportation and the number of persons arriving by train was also lower in 1955. The number of arrivals by bus and boat was slightly higher in the past year.

The residuary classification referred to as "Other Travellers" includes persons proceeding on foot and by ferry, taxi, motorcycle, bicycle and local bus. There was a decline of nearly 5 per cent in the volume of this classification in 1955 but expenditures advanced nearly \$3 million due to higher averages per visit. Included in the expenditures of this classification are passenger fares earned by Canadian companies carrying residents of the United States overseas.

### Analysis of United States Motor Traffic to Canada by State of Origin

The analysis of the origin of automobile traffic entering Canada from the United States is simplified by grouping the states as they appear in Table 5. The importance of each group varies little from year to year as shown by the relative stability during the past five years. The North-Eastern States, comprising the area from Pennsylvania to Maine, remain the most important group, supplying over 45 per cent of the automobiles entering Canada on customs permits. The states bordering the Great Lakes furnish nearly 32 per cent of the cars entering on customs permits, followed by the West Coast States with 11 per cent and the North-Western States with 4 per cent. States not specified in Table 5 are gradually becoming more important as a source of foreign automobiles.

The importance of the different regions as a source of receipts from travel is slightly different from their importance as a source of volume. The North-Eastern and Great Lakes States contributed 77 per cent of the volume and 71 per cent of the expenditures in 1955, the same relationship as the previous two years. The North-Western States made up 4 per cent of both volume and expenditures in 1954 and 1955. The West Coast States made up 11 per cent of the volume and 14 per cent of the expenditures in both years. The remainder of the forty-nine states and other countries not specified in Table 5 contributed approximately 11 per cent of the expenditures in 1955 but only 8 per cent of the volume. Table 6 shows an average expenditure of \$89.36 per car in 1955 for the states and other countries not specified, compared with \$85.45 for the same group in 1954. The average rate of expenditure for each of the other regions in 1955 was as follows: North-Eastern \$55.26, Great Lakes \$47.85, North-Western \$58.32 and the West Coast States \$69.94 per car.

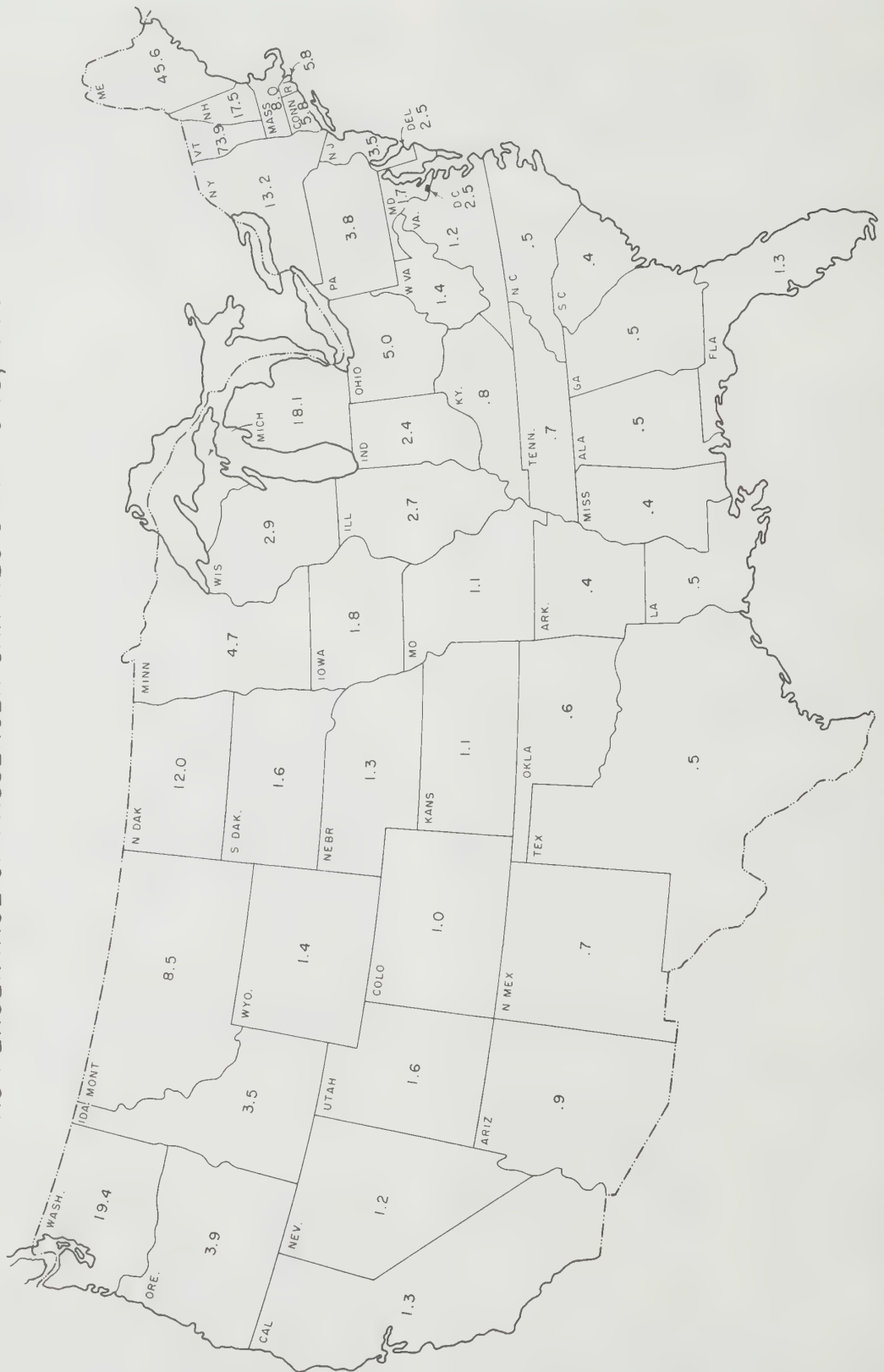
The uniformity in average expenditure per car from year to year continued in 1955. With the exception of New Jersey and Illinois, average expenditure rates from year to year for each of the states shown in Table 6 have varied less than \$12 per visit during the five year period from 1951 to 1955.

With the exception of Illinois the range between the low and high averages over the five year period covered in Table 6 has been less than \$14.00 per visit. During the same period the widest variation from year to year for the state of Maine has been \$1.64 and \$1.70 for the state of Vermont. The range between the low and high averages over the five year period has been \$1.70 for the state of Vermont, \$3.58 for the state of Washington and \$3.95 for the state of Maine. The uniformity reflected for the various states indicates stability in travel behaviour by residents of each of the states and reliability of the sample used in estimating receipts from residents of other countries travelling in Canada.

The length of stay for cars (including commuters, summer residents and locals) originating in the North-Eastern States amounted to 6.51 days in 1955, a slight increase over the previous year. Expenditures per day, however, were slightly lower averaging \$8.49 per car compared with \$8.86 per car in 1954 and \$9.22 in 1953. The average length of stay for cars from this area varied from 3.87 days for cars registered in Vermont to 7.60 days for cars from the state of New York. Average expenditure rates per car per day varied from \$3.99 for cars originating in Vermont to \$15.78 for cars registered in New Jersey, following a pattern similar to that of the previous year. Average expenditure per car per day was lowest for this group of states but the length of stay with the exception of the residual "other" classification was longer.

Cars originating in the area bordering the Great Lakes stayed an average of 5.04 days and spent approximately \$9.49 per car per day, a trend toward longer visits but lower expenditures per car per day. The length of stay varied from 4.48 days for Michigan cars to 6.37 days for cars registered in Ohio. Average expenditure rates per day varied from \$6.35 for cars from Michigan to \$15.45 for cars registered in Wisconsin. Average expenditure per visit, irrespective of a per car per day basis, continued low for this group due to their length of visit being shorter than for all other groups.

NON-RESIDENT AUTOMOBILES TRAVELLING ON CUSTOMS PERMITS IN CANADA  
AS PERCENTAGE OF PASSENGER CAR REGISTRATIONS, 1955



TOTAL STATES 4.8

The average length of stay remained more uniform for automobiles from the North-Western States, varying from 5.68 days for cars registered in Minnesota to 6.27 days for cars from Montana. Average expenditure per car per day varied from \$7.31 for cars registered in North Dakota to \$11.41 for cars originating in Minnesota. Although the length of stay reported for cars from Minnesota was shorter than the other two states the average expenditure per car per day was highest in this group. Considering the three states as a unit the average length of visit in 1955 was 5.84 days and the average expenditure per car per day amounted to \$9.98.

Cars from the West Coast states of California, Oregon and Washington had the highest average expenditure per car per day of all groups analyzed. Although the average expenditure per visit was lower than states included in the residue, the average per day was considerably higher. In 1955 the average length of stay for cars from this group was 5.24 days, a slight increase from 1954. The average expenditure per car per day, however, declined from \$14.13 in 1954 to \$13.33 in 1955. Length of stay varied from 4.04 days for cars registered in Washington to 8.07 days for cars from California. Expenditures per day varied from \$12.83 for Washington cars to \$15.46 for cars originating in Oregon. Average expenditure per visit continued high for California but on a per car per day basis the average for Oregon was highest. Cars originating in the states not listed in Tables 5 and 6 stayed 8.02 days in Canada and spent \$89.36 per visit or approximately \$11.14 per car per day. Further details on length of visit and average expend-

iture for the states not referred to individually are shown in Table 7.

Table 3 classifies all automobiles travelling on customs permits in Canada by province of entry and state or country of registration. Similar information appears in Table 4 but is limited to visits lasting over 48 hours and excludes the special classes of commuters, summer residents and locals. The special classes amount to less than 1 per cent of the total and would have little effect in making a comparison of the two tables. Visits recorded in Table 4 amounted to 43 per cent of the total and the balance, namely 57 per cent of the cars entering on travellers' vehicle permits, were in Canada less than 48 hours. The relationship between long-term and short-term visits has not changed in the past five years, with the exception of minor changes within some of the provinces. In 1955 there was a higher proportion of long-term visits in New Brunswick, Ontario, Manitoba and Saskatchewan and a lower percentage of long-term visits in the remaining provinces.

In Map 1 the number of cars travelling on customs permits in Canada is given as a percentage of the number of automobiles registered in the state. States close to the border normally have a higher proportion of entries to registrations and states a long distance from the border have a lower proportion of entries to registrations. One exception to this rule is the state of Wisconsin and to a smaller degree the states of Pennsylvania and Minnesota where the percentage of entries is lower than some states not bordering Canada. In 1955 the proportion of entries to registrations stood at 4.8 per cent compared with 5.1 per cent in 1954 and 5.3 per cent in 1953.

#### Analysis of Automobile Traffic By Ports of Entry and Exit

A record is maintained showing the ports of entry and ports of exit for all automobiles entering Canada on travellers' vehicle permits. Although this does not give complete information on the movement of American automobiles in Canada, an examination according to port of entry with corresponding port of exit discloses some of the routes within Canada which attract the greatest number of motorists. The four months of June to September inclusive is selected for this study each year, as it includes the period when most of the pleasure travel to Canada is concentrated. Information recorded from this study should be considered as minimum data on interprovincial or interregional travel. It does not include cars entering or leaving by the same province after visiting other provinces or cars entering and leaving by the same region in Ontario after visiting other regions within the province.

The popularity of the various routes remains fairly constant from year to year, with the route between Fort Erie, Niagara Falls and the St. Clair-Detroit River ports carrying the heaviest volume of

traffic. After a decline in 1954 the main routes showed a partial revival in importance during the past year. In 1955 the routes listed in Statement 4 accounted for 36.8 per cent of all cars entering Ontario, compared with 36.2 per cent in 1954 and 37.2 per cent in 1953.

Minimum interprovincial travel remained constant during 1955 with 8.3 per cent of all foreign cars leaving Canada by a province other than that of entry. Prior to 1954 a higher percentage of foreign automobiles left Canada by a province other than that of entry, indicating a possible decline in the volume of interprovincial travel of this class of traffic.

The percentage of intransit travel through Ontario was slightly lower in 1955. In 1954 intransit travel made up 26.4 per cent of the total for Ontario, the highest intransit figure on record. In the ten year period from 1946 to 1955 the intransit travel across Southern Ontario increased from 20.5 per cent of the total to 26.3 per cent in 1955.

**STATEMENT 4. Selected Routes Within Ontario Followed by Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada During the Four Months June to September, 1952-1955**

Route	Number of Cars				Percentage of entries via all ports in Ontario			
	1952	1953	1954	1955	1952	1953	1954	1955
Between: St. Clair, Detroit River Ports and Fort Erie, Niagara Falls .....	268,927	298,995	286,282	296,912	27.8	27.9	27.4	28.0
Fort Erie, Niagara Falls .....								
and St. Lawrence River Ports in Ontario .....	36,270	39,823	36,124	35,704	3.7	3.7	3.5	3.4
St. Lawrence River Ports in Ontario and Province of Quebec .....	28,595	29,025	25,775	25,630	3.0	2.7	2.5	2.4
St. Clair, Detroit River Ports and St. Lawrence River Ports in Ontario .....	10,354	11,787	10,951	10,679	1.1	1.1	1.0	1.0
Sault Ste. Marie and St. Clair, Detroit River Ports .....	8,374	10,369	10,343	11,940	0.9	1.0	1.0	1.1
Sault Ste. Marie and Fort Erie, Niagara Falls .....	7,782	8,558	8,237	9,255	0.8	0.8	0.8	0.9
<b>Total of above .....</b>	<b>360,302</b>	<b>398,557</b>	<b>377,712</b>	<b>390,120</b>	<b>37.3</b>	<b>37.2</b>	<b>36.2</b>	<b>36.8</b>

1. Exclusive of commuters, summer residents and locals.

**STATEMENT 5. Minimum Inter-Provincial Travel of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada During the Four Months June to September, 1952-1955**

Province of Entry	American cars leaving Canada by a Province Other than that of Entry				Percentage of all cars leaving Province			
	1952	1953	1954	1955	1952	1953	1954	1955
Atlantic provinces .....	6,872	7,266	6,929	7,580	7.1	7.5	6.7	7.2
Quebec .....	38,068	41,501	36,781	36,483	15.0	16.1	14.1	13.9
Ontario .....	57,067	62,734	55,965	56,867	5.9	5.9	5.5	5.5
Manitoba .....	5,622	5,713	5,832	6,685	21.8	22.0	19.8	21.9
Saskatchewan .....	1,798	2,057	2,236	2,736	13.6	15.4	17.1	22.8
Alberta .....	14,680	16,052	15,602	16,191	43.2	45.5	48.1	48.7
British Columbia .....	8,714	10,899	11,695	11,739	5.4	6.5	6.8	6.5
<b>Total .....</b>	<b>132,821</b>	<b>146,222</b>	<b>135,040</b>	<b>138,281</b>	<b>8.5</b>	<b>8.7</b>	<b>8.3</b>	<b>8.3</b>

1. Exclusive of commuters, summer residents and locals.

**STATEMENT 6. Number of Non-Resident One and Two-Day Automobiles Travelling on Customs Permits<sup>1</sup> Intransit Between Selected Border Points in Ontario, 1951-1955**

Border points	1951	1952	1953	1954	1955
Fort Erie — Windsor .....	121,358	115,246	126,079	125,932	137,551
Niagara Falls — Windsor .....	102,816	110,061	123,225	112,065	106,723
Fort Erie — Sarnia .....	35,129	36,323	39,384	43,230	48,125
Niagara Falls — Sarnia .....	71,935	80,979	97,589	100,867	102,758
<b>Total of above .....</b>	<b>331,238</b>	<b>342,609</b>	<b>386,277</b>	<b>382,094</b>	<b>395,157</b>
<b>Total number of cars<sup>1</sup> leaving Ontario irrespective of length of visit .....</b>	<b>1,291,475</b>	<b>1,312,231</b>	<b>1,481,801</b>	<b>1,446,732</b>	<b>1,500,851</b>
Intransit traffic as percentage of total traffic .....	25.6	26.1	26.1	26.4	26.3

1. Exclusive of commuters, summer residents and locals.

Estimates of the receipts from foreign travellers based on province of entry are presented in Statement 7. Data appearing in this statement is not intended to accurately measure expenditures within the province concerned, as it is quite possible for many motorists to have visited or even spent most of their vacation in other provinces, although they return to the United States through ports within the province of entry.

Statement 7 reveals that the provinces generally remain in the same order of importance each year

with minor changes in the percentage of the total from year to year. In comparing 1955 with the previous year it will be noted that Ontario, Manitoba and Alberta improved their position, whereas in 1954 the provinces of Manitoba, Saskatchewan and British Columbia benefited by an increased share of the total. A comparison of the average length of stay for automobile traffic covered by customs permits and the average expenditure per car per day on a provincial basis appears in Statement 11.

**STATEMENT 7. Distribution of United States Travel Expenditures in Canada by Province of Entry, 1951-1955**

Province of entry	Percentage of total				
	1951	1952	1953	1954	1955 <sup>2</sup>
Atlantic Provinces <sup>1</sup> .....	8.6	7.8	8.1	7.9	7.7
Quebec .....	19.1	18.3	18.6	18.1	17.4
Ontario .....	49.8	50.6	51.5	50.5	53.6
Manitoba .....	2.4	2.6	2.5	2.6	2.7
Saskatchewan .....	1.5	1.7	1.8	1.9	1.5
Alberta .....	3.3	3.5	2.9	2.8	3.0
British Columbia .....	15.3	15.5	14.6	16.2	14.1
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

1. Entering mainly through ports in New Brunswick.  
2. Subject to revision.

### Receipts from United States Travellers in Canada During 1955, Classified by Length of Stay in Canada

Visits of a short-term nature continue to account for between 84 and 85 per cent of the total volume of traffic entering Canada but low average expenditure diminishes their importance as a source of receipts. In 1955 they contributed over 23 per cent of the total expenditures of foreign travellers compared with 21 per cent in 1954 and 1953. In 1950 the short-term travellers contributed 19 per cent of the total expenditures of United States travellers in Canada.

In Statement 8 visits of two days or less are grouped under one section as "Short-Term Traffic" and visits of longer duration are designated as "Long-Term Traffic". Approximately 4.4 million visits were of 48 hours or over accounting for a slightly lower part of the total than in the previous year. Expenditures of this group advanced nearly 5 per cent but their importance in the aggregate showed a decline of over 2 per cent when compared with 1954.

Tables 1 and 1A show the pattern of American automobile traffic in Canada for 1955 in considerable detail according to length of visit. When compared with similar tables for previous years there is little change in the general behaviour. The average length of stay for automobiles staying 3-7 days and 8-14 days has been the same in the past three years. The average length of stay for automobiles staying 15 days or over was extended over 17 per cent in 1955 which had the effect of increasing the average length of stay in the aggregate from 4.69 days to 5.08 days, the highest average for the automobile classification since 1948. An examination of the

average length of visit during the past nine years (excluding special groups such as summer residents and commuters, etc.) reveals the following:

Year	Average length of visit in days
1947 .....	5.39
1948 .....	5.28
1949 .....	4.99
1950 .....	4.80
1951 .....	4.51
1952 .....	4.62
1953 .....	4.58
1954 .....	4.69
1955 .....	5.08

The trend toward a higher portion of the traffic within the one day and the fifteen days and over groups continued in 1955. The 8-14 days group made up 9 per cent of the total as in 1954, but the other groups made up a smaller part of the total. Average expenditure per car per day was unchanged in the one day classification and was approximately 3 per cent higher in the two days classification and the groups staying 3-7 days and 8-14 days. Average expenditure in the fifteen days and over classification declined 10 per cent in 1955, a trend similar to that of the previous year.

### STATEMENT 8. Expenditures of United States Travellers In Canada by Length of Stay, 1955

Mode of Travel	Number of Persons	% of Grand Total	Expenditures	% of Grand Total
Short term traffic:				
Automobile:				
Non-permit or local traffic .....	10,922,800	38.62	28,473,700	9.40
Customs permit holders:				
Commuters .....	7,700	0.03	663,600	0.22
Locals .....	22,400	0.08	526,900	0.17
Repeat trips .....	2,594,500	9.17	—	—
Other:				
1 day's stay .....	2,758,300	9.75	6,644,000	2.19
2 days' stay .....	1,520,100	5.37	10,564,500	3.49
Rail, intransit .....	492,400	1.74	—	—
Bus, intransit .....	61,100	0.22	183,400	0.06
Aeroplane, intransit .....	10,700	0.04	32,100	0.01
Other travellers (pedestrians, local bus, etc.) .....	5,513,500	19.49	23,442,100	7.74
<b>Total</b> .....	<b>23,903,500</b>	<b>84.51</b>	<b>70,530,300</b>	<b>23.28</b>
Long term traffic:				
Automobile:				
Customs permit holders:				
Summer Residents .....	16,900	0.06	3,304,900	1.09
Other:				
More than two days' stay .....	2,989,300	10.57	115,212,500	38.04
Rail .....	447,400	1.58	41,491,900	13.70
Bus .....	278,900	0.99	22,094,000	7.30
Aeroplane .....	277,800	0.98	37,296,800	12.32
Boat .....	369,600	1.31	12,934,800	4.27
<b>Total</b> .....	<b>4,379,900</b>	<b>15.49</b>	<b>232,334,900</b>	<b>76.72</b>
<b>Grand Total</b> .....	<b>28,283,400</b>	<b>100.00</b>	<b>302,865,200</b>	<b>100.00</b>

**STATEMENT 9. Average Visit of Non-Resident Motorists Travelling in Canada on Customs Permits<sup>1</sup>  
Classified as a Per Cent of Total Entries, 1953-1955**

Length of stay (Days)	Average length of stay			Per cent of total entries		
	1953	1954	1955	1953	1954	1955
1.....	1	1	1	35.1	35.4	35.5
2.....	2	2	2	21.8	21.7	21.4
3-7.....	4.3	4.3	4.3	30.1	29.9	29.9
8-14.....	9.9	9.9	9.9	9.1	9.0	9.0
15 and over.....	40.9	43.2	50.8	3.9	4.0	4.2
<b>Total.....</b>	<b>4.58</b>	<b>4.69</b>	<b>5.08</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

1. Exclusive of commuters, summer residents and locals.

**STATEMENT 10. Average Expenditures of Non-Resident Motorists Travelling in Canada  
on Customs Permits<sup>1</sup> Classified by Length of Visit, 1953-1955**

Length of stay (Days)	Percent of total expenditures			Average expenditure per car per day			Percent change in average exp. per car per day in 1955
	1953	1954	1955	1953	1954	1955	
	%	%	%	\$	\$	\$	%
1.....	5.1	5.2	5.0	7.55	7.43	7.43	—
2.....	7.8	8.0	7.8	9.41	9.33	9.66	+ 3.5
3-7.....	41.9	41.8	41.4	17.03	16.64	17.10	+ 2.8
8-14.....	26.4	26.1	25.7	15.31	14.85	15.31	+ 3.1
15 and over.....	18.8	18.9	20.1	6.13	5.54	4.99	- 9.9
<b>Total.....</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>11.42</b>	<b>10.83</b>	<b>10.41</b>	<b>- 3.9</b>

1. Exclusive of commuters, summer residents and locals.

Statement 11 shows a comparison on length of stay and average expenditure per car per day by province of exit for the years 1954 and 1955. Cars leaving Canada through ports in Saskatchewan reported the longest stay in each year but expenditures in Canada were not as high as for cars leaving through ports in Alberta. The average expenditure per car per day, however, is lower in Saskatchewan than most of the other provinces. Cars leaving Canada through ports in Ontario reported the shortest stay of all provinces in 1955. Average expenditure per car per day was also low in Ontario confirming the data appearing in Statement 3. The high percentage of apparently intransit

traffic across Southern Ontario is a decisive factor in lowering the average expenditure per car per day in this province.

The length of stay and average expenditure per car per day are relatively high in Alberta, explaining the high averages for this province during the past five years as shown in Statement 3. The highest average expenditure per car per day occurred in British Columbia in each year, but the comparatively short visits had the effect of keeping the average for this province somewhat lower than the average for Alberta.

**STATEMENT 11. Average Expenditures of Non-Resident Motorists Travelling in Canada  
on Customs Permits<sup>1</sup> Classified by Province of Exit, 1954-1955**

Province of exit	Length of stay (Days)		Average expenditure per car per day	
	1954	1955	1954	1955
			\$	\$
Atlantic Provinces .....	6.0	9.1	12.28	8.59
Quebec .....	4.4	4.7	12.37	12.06
Ontario .....	4.4	4.6	9.00	9.33
Manitoba .....	5.9	6.6	11.11	10.34
Saskatchewan .....	10.5	11.0	8.52	9.07
Alberta .....	7.6	8.5	15.02	13.56
British Columbia .....	4.8	4.9	16.16	15.62
<b>Canada.....</b>	<b>4.7</b>	<b>5.1</b>	<b>10.83</b>	<b>10.41</b>

1. Exclusive of commuters, summer residents and locals.

Receipts from residents of the United States travelling in Canada have the same effect on Canada's balance of international payments as the commodities we export to that country. In 1955 the amount of travel that Canada "sold" to the United States was second only to the exports of newsprint paper valued at \$578,322,000. Canada received more from the sale of travel to residents of the United States in 1955 than the amount received from all the planks and boards that were exported, valued at over \$273 million. In 1955 residents of the United States spent more on travel in Canada than was spent on all their imports of wood pulp, shingles, plywoods and veneers, valued at over \$288 million. The benefits from the sales of travel in Canada to residents of other countries are extended to many

persons who, somehow, fail to realize they are receiving part of the tourist dollar spent in Canada. When the tourist stops for a meal the amount he spends is shared by the proprietor of the establishment and his employees, the farmer whose produce was used, along with many others who benefit indirectly. When the traveller stops at the garage or filling station, part of the dollar he leaves behind may go to an oil well in Alberta, part of it may go to pay the attendant his salary and part of it to the provincial government as revenue from the tax on gasoline. In addition to the few benefits mentioned in this paragraph, the scenery of many parts of Canada can be exported to residents of other countries year after year without depleting any of our natural resources.

#### Distribution of Travel Expenditures by Residents of the United States in Foreign Countries

Expenditures on foreign travel by residents of the United States advanced at an accelerated rate in 1955 according to the United States Department of Commerce. The amount spent on foreign travel totalled over \$1.6 billion, an increase of 15 per cent or approximately \$200 million more than the previous year. Included in the aggregate of \$1.6 billion are transportation charges amounting to \$459 million, of which approximately \$258 million or 56 per cent went to American airlines and shipping companies covering transportation between the United States and foreign countries. Approximately \$201 million or 44 per cent of the transportation costs went to foreign lines. In 1954 foreign carriers received 47 per cent of the transportation costs and 53 per cent went to American companies. This indicates that a greater proportion of United States residents travelled by American transportation companies in 1955. Aggregate transportation costs advanced \$67

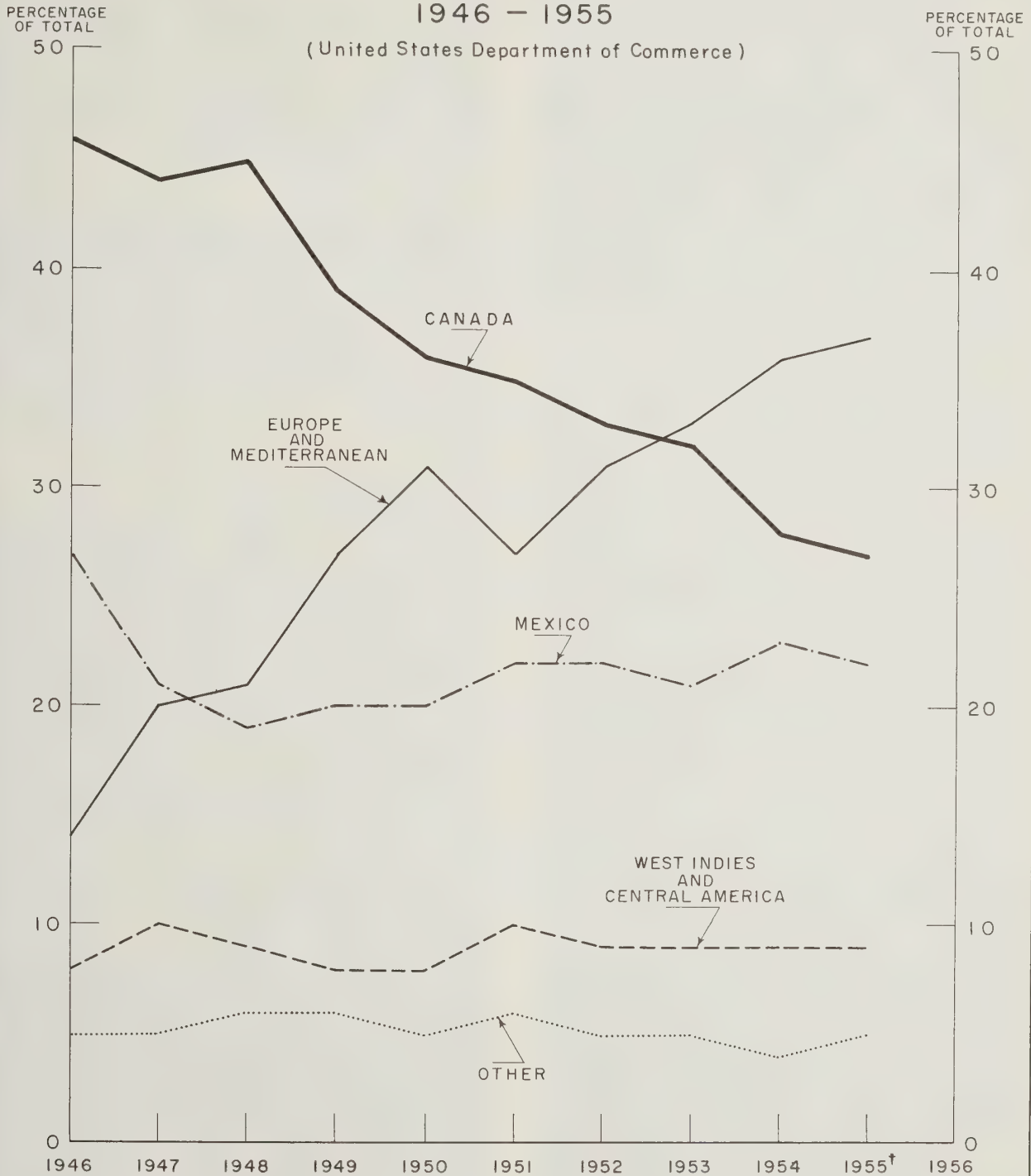
million or approximately 17 per cent when compared with the previous year, while expenditures within other countries were 14 per cent higher.

There has been a marked similarity between Canada and the United States in the development of overseas travel. Visits to overseas countries have risen at an accelerated rate compared with visits to adjoining countries in recent years. For the third year in succession Canada received a smaller portion of United States expenditures on travel in other countries than Europe and the Mediterranean areas with the margin widening each year. In 1952 Canada received about the same amount of United States travel expenditures as Europe and the Mediterranean countries. The following year the European and Mediterranean countries received \$24 million more than Canada. Revised figures show the margin increased to \$76 million in 1954,

CHART I

# DISTRIBUTION OF TRAVEL EXPENDITURES\* IN FOREIGN COUNTRIES BY RESIDENTS OF THE UNITED STATES 1946 - 1955

(United States Department of Commerce)



\* EXPENDITURES ARE EXCLUSIVE OF PAYMENTS TO OVERSEAS COUNTRIES FOR TRANSPORTATION TO AND FROM THE UNITED STATES.

† DATA FOR 1955 ARE SUBJECT TO REVISION

and in 1955 the United States Department of Commerce reports \$427 million spent in Europe and the Mediterranean areas by Americans as against \$308 million spent in Canada, or a difference of \$119 million in favour of the overseas area. American expenditures within Europe and the Mediterranean areas were 20 per cent higher than the previous year, a trend somewhat similar to that experienced in Canadian travel where overseas expenditures were some 24 per cent higher than the previous year. American expenditures in Canada, however, show less than half the percentage increase reported for overseas countries. The expansion of service by the various airlines between the United States and overseas countries no doubt encouraged additional travel in that direction during 1955. About half of the expenditures by residents of the United States abroad are across land borders to Canada and Mexico and a considerable portion of these are in border areas involving visits of short duration. The average expenditure per visit on travel of this category is usually much lower than trips involving oceanic transportation.

In 1955 European and Mediterranean countries received 37 per cent of all expenditures on travel within other countries by residents of the United States, a slightly higher proportion than the previous

year. During the same year Canada received 27 per cent compared with 28 per cent when the revised data for 1954 are considered. Revised data for 1954 show that Mexico received 23 per cent of the total but their quota dropped to 22 per cent in 1955. The West Indies and Central America maintained the usual 9 per cent of the total but the remaining countries received 5 per cent in 1955 compared with 4 per cent the previous year. The increased portion received by the countries not specified can be traced to a gain of 40 per cent in United States travel expenditures in the Far East. Although the amount spent in this area is very small the advance over the previous year was more pronounced than in any other region.

Travel within the United States is also an important factor influencing the amount spent for that purpose in other countries. Although comparable statistics are not available there are clear indications of considerable growth in that sphere. The development of travel by Americans at home as well as to Europe and the Mediterranean areas cannot help but lead to the conclusion that their expenditures on travel in Canada have not kept pace with the amount spent on vacations and other travel.

#### Special Survey of Non-Resident Travel Behaviour in Canada

In 1955 a survey was conducted on the characteristics of foreign travel in Canada to supplement information already collected. This survey was attempted as an experiment to determine what response might be expected from such a study. The response has been very encouraging but the field being covered by this size of sample makes it advisable to analyze the result in most cases on a national basis rather than attempt a provincial breakdown. A total of 28,600 questionnaires were mailed to residents of the United States who had been travelling in Canada on travellers' vehicle permits during the summer months. In order that the returns might be considered representative of this type of travel, a provincial distribution was made, based on the volume of travellers' vehicle permits issued by each province. The selection of names was not confined to long-term traffic in order that it might be representative of the length of stay. Although it did not cover all types of transportation, the automobile traffic entering Canada on travellers' vehicle permits is the most important classification and represents over 45 per cent of the receipts from travel in Canada by residents of the United States. The questionnaire asked for information on the purpose of visit, accommodation used in Canada, a breakdown on expenditure for various purposes and total expenditures in Canada, the length of visit and the approximate mileage in Canada, if their impressions were favourable or unfavourable, destination in Canada and whether it was their first visit. Close to 10,000 replies were received representing a response of approximately 35 per cent. Over 80 per cent of the replies were from persons who had spent

3 days or more in Canada, approximately 13 per cent reported visits of 2 days duration, and between 6 and 7 per cent were in Canada for 1 day or less. The response appeared much lower from persons making short visits of 24 hours or less in Canada.

Although some of the questionnaires reported more than one purpose of visit, final tabulations show that approximately 66 per cent reported recreation as their reason for visiting Canada; followed by 23 per cent stating they came for the purpose of visiting friends or relatives and 3 per cent were on business. Shopping is merely incidental and does not appear to attract many visitors from the United States. Only 3 per cent came for the purpose of shopping and 2 per cent were here for educational purposes. Over 3 per cent of the questionnaires stated other reasons not already specified as the purpose of their trip to Canada.

A breakdown between adults and children visiting Canada was also obtained from the survey. Over 83 per cent of the persons covered by the survey were adults and nearly 17 per cent were children. Questionnaires reporting children showed a longer visit than those without children. The average length of visit on forms reporting adults only was 9.3 days as compared with 11.2 days stay where children were included. The length of stay was influenced by a lower response from the one and two day classifications which normally make up close to 60 per cent of the traffic entering on travellers' vehicle permits. The response from one and two day travellers in the survey amounted to some 20 per cent of the questionnaires completed.

Approximately 14 per cent of the questionnaires indicated it was their first visit to Canada. Tabulations also showed that approximately two-thirds of the total vacation of the respondents was spent in Canada and one-third elsewhere.

In examining the type of accommodation used it must be kept in mind that the survey covered automobile traffic entering Canada on travellers' vehicle permits only; non-automobile transportation was not included. The motor court or motel proved to be the most popular type of accommodation, being used by 32 per cent of the respondents. Approximately 20 per cent reported staying with friends or relatives and 19 per cent reported staying in hotels or resorts. Although 23 per cent reported visits to friends or relatives as the purpose for making the trip, it is possible that they would not all receive accommodation with friends, also that other accommodation would be used enroute to and from their destination. Nearly 17 per cent stayed in cottages and 4 per cent stayed in tourist homes. Between 5 and 6 per cent reported camping out and less than 1 per cent stayed in trailer coaches. Some 2 per cent reported using accommodation other than that already specified.

The type of accommodation used varied according to the purpose of the trip. Although many questionnaires reported more than one type of accommodation only the forms reporting one type were selected for comparative purposes. Nearly 54 per cent of the persons travelling on business reported staying in hotels or resorts and 32 per cent of them reported motor court or motel accommodation. More diversified accommodation was used by the main group of respondents, namely, the persons travelling for recreation. Between 36 and 37 per cent of this group stayed at motor court or motels and nearly 29 per cent stayed at cottages. Some 20 per cent of the persons on recreation stayed at hotels or resorts and 7 per cent camped out. The other important group, namely, the persons visiting friends or relatives, nearly all received their accommodation with their friends although other types were mentioned on a few forms.

The approximate number of miles travelled in Canada was also tabulated from the completed questionnaires. No appreciable trend in mileage could be detected according to purpose of visit but the mileage varied as the length of visit was extended. The average number of miles reported on questionnaires reporting one day's stay was close to 170 miles per trip, whereas the average for the two days group was approximately 310 miles. The mileage reported by persons staying 3 days and over in Canada was approximately 750 miles per visit.

Expenditures showed considerable variation according to purpose of trip. Persons on business had the highest average expenditure per trip followed by persons stating recreation as the purpose of their visit. Persons on shopping tours had the lowest expenditure per trip due to the length of

stay being much shorter than other groups. Persons visiting friends and relatives reported low expenditures per visit although the length of stay was nearly as long as that reported by the group on recreation. In view of the fact that the volume of this group is approximately 23 per cent of the total it tends to lower the aggregate average to a greater degree than is often realized.

The questionnaires asked information on the approximate breakdown of expenditure on the following items: transportation, food and beverages, lodging, handicrafts and souvenirs, other merchandise and a sixth item to include expenditure not already specified. Final tabulation of the forms giving the breakdown showed that 31 per cent of each dollar went for food and beverages, 22 per cent went for lodging and 15 per cent for transportation costs. Approximately 7 per cent of the travel dollar went for handicrafts and souvenirs and 12 per cent for other merchandise, leaving some 13 per cent for other expenses not specified.

The breakdown on expenditures is influenced to some extent by the purpose of visit. Persons on business trips spend more on transportation, lodging, food and beverages but less on souvenirs, merchandise and other expenses than the aggregate reported for all classes. The breakdown for persons on recreation follows the general pattern reasonably close but persons visiting relatives and friends spend more of their dollar for transportation, much less on lodging and more on souvenirs and merchandise than the aggregate for all types. Persons visiting Canada for the purpose of shopping spent 53 per cent of their dollar on merchandise and 7 per cent on souvenirs but they represent a very small part of the total. Persons spending one day in Canada spend more of their dollar on food and beverages, transportation and souvenirs but less on other incidentals.

Answers to the questions on destination in Canada showed considerable variation according to province of entry. With the exception of New Brunswick the destination reported was within the province of entry on the majority of questionnaires as shown on Statement 12. Only 27 per cent of the persons entering Canada through the province of New Brunswick remained within the province, 57 per cent reported destinations in Nova Scotia and 11 per cent visited Prince Edward Island. The destination reported for this province, however, is influenced to some extent by the length of stay. It has already been explained that over 80 per cent of the replies were from persons staying 3 days or more in Canada, whereas some 57 per cent of the automobiles entering Canada on travellers' vehicle permits return to the United States in less than 3 days. No doubt a very high percentage of the one and two day traffic would remain within the province of New Brunswick. Over 96 per cent of the persons entering Canada through ports in the province of Quebec reported destinations within the province and 3 per cent reported visits to Ontario. Approximately 79

**STATEMENT 12. Destination in Canada Reported by Residents of the United States**  
**Special Survey 1955**

Province of Destination in Canada	Province of Entry into Canada						
	New Brunswick	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia
	%	%	%	%	%	%	%
Newfoundland.....	1.35	—	—	—	—	—	—
Prince Edward Island.....	10.80	0.08	0.09	—	—	—	—
Nova Scotia.....	57.43	0.47	1.31	—	—	—	—
New Brunswick.....	27.00	0.23	0.50	—	—	—	—
Quebec.....	3.10	96.50	17.51	—	—	—	0.47
Ontario.....	0.32	2.56	78.72	6.69	—	0.39	0.35
Manitoba.....	—	0.16	1.46	88.03	—	1.55	0.12
Saskatchewan.....	—	—	0.04	2.46	84.37	1.17	0.12
Alberta.....	—	—	0.26	1.76	15.63	83.66	24.50
British Columbia.....	—	—	0.11	1.06	—	13.23	74.44
<b>Total.....</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>

N.B. See comments in text regarding the effects of short-term traffic on the above data.

per cent of the entries into Ontario gave destinations within the province and 17 per cent visited the province of Quebec. Between 1 and 2 per cent of the entries through Ontario were destined to Manitoba, whereas 7 per cent of the entries through Manitoba gave destinations in Ontario. Nearly 84 per cent of the entries into Alberta remained within the province and 13 per cent gave destinations in British Columbia. Travel in the opposite direction appeared heavier as 24 per cent of the entries into British Columbia gave destinations in Alberta and 75 per cent stayed within the province. No attempt should be made to apply the findings of this survey to aggregate entries on travellers' vehicle permits as the sample appears weighted by the long-term traffic. A much higher proportion of the one and two day classifications would be destined to places within the province of entry.

The questionnaires also invited persons to offer comment on their visit to Canada broken down into complaints and unfavourable experiences, along with favourable impressions of their trip. Few questionnaires failed to have some remark on the visit to Canada. Many of the returns had both favourable and unfavourable comments to offer. The great majority of the returns listed various things they liked about their visit in Canada and well under half had a complaint of some kind to offer. Many forms had both compliments and complaints to offer. Most common of the favourable comments was the scenery in Canada, but many forms listed several favourable impressions. Over 57 per cent of the

questionnaires with favourable comments mentioned the scenery of Canada and some 48 per cent were impressed with the hospitality and courtesy they received. Approximately 20 per cent enjoyed fishing in Canada and nearly 15 per cent stated they found our roads in good condition. Between 10 and 11 per cent of the questionnaires with favourable comments mentioned our cities and towns, while 8 per cent mentioned our restaurants and the food they received. Some 7 per cent stated they liked the accommodation they received and 6 per cent mentioned the churches, shrines and historical sites.

It has already been stated that well under one half of the questionnaires recorded complaints of some kind, while the majority made no complaint on their visit to Canada. The nature of the complaint varied somewhat according to the province of destination but the most common complaint with all provinces was the condition of the roads. Over 50 per cent of the complaints received made reference to the roads and 11 per cent complained of the food and restaurants. Over 10 per cent of the complaints were against the discount on the American dollar and approximately the same number were not satisfied with the accommodation they received. Nearly 8 per cent of the complaints had to do with fishing in Canada. On approximately 25 per cent of the questionnaires with unfavourable impressions, a wide variety of complaints were recorded but none of sufficient importance to list as a separate category.

## Canadian Travellers in the United States

Canadians visited the United States in ever increasing numbers during the calendar year 1955. Immigration officials report a total of 24.8 million re-entries into Canada via the international boundary in the past year. This constitutes a gain of 6 per cent over 1954 or more than 1.4 million additional visits and attains an all time record in the number of Canadian visits to the United States.

Expenditures by residents of Canada in the United States also reached new heights in 1955, approximately 13 per cent or nearly \$43 million higher than the previous record established in 1954. The new record stands close to \$363 million

and represents an increase of nearly 100 per cent since 1950. Residents of Canada spent approximately \$23.00 per capita on travel in the United States during 1955. Canadians in the long-term category appearing in Statement 13 spent an average of \$77.20 per visit in the United States during the past year and \$2.42 per visit for all short-term trips. If the long-term and short-term traffic are taken as a unit Canadians spent an average of \$14.65 on each visit to the United States in 1955. This represents a lower figure than the average per capita due to the fact that some Canadians visited our neighbour to the south many times during the year.

## STATEMENT 13. Expenditures of Canadian Travellers in the United States by Length of Stay, 1955

Mode of travel	Number of persons	% of grand total	Expenditures <sup>1</sup>	% of grand total
<b>Short-term traffic:</b>				
Motorists:				
One day .....	14,431,800	58.30	24,069,200	6.64
Two day .....	935,600	3.78	11,559,000	3.19
Rail intransit .....	6,400	0.03	—	—
Other travellers (pedestrians, local bus etc.) .....	5,329,000	21.53	14,382,700	3.96
<b>Total .....</b>	<b>20,702,800</b>	<b>83.64</b>	<b>50,010,900</b>	<b>13.79</b>
<b>Long-term traffic:</b>				
Motorists — more than two days .....	2,746,700	11.10	142,560,900	39.30
Rail .....	474,700	1.92	66,295,900	18.27
Through bus .....	465,400	1.88	46,108,300	12.71
Aeroplane .....	253,900	1.02	52,660,300	14.52
Boat .....	110,300	0.44	5,123,000	1.41
<b>Total .....</b>	<b>4,051,000</b>	<b>16.36</b>	<b>312,748,400</b>	<b>86.21</b>
<b>Grand Total .....</b>	<b>24,753,800</b>	<b>100.00</b>	<b>362,759,300</b>	<b>100.00</b>

1. Subject to revision.

Included in the amount spent by Canadians while travelling in the United States are the purchases of merchandise amounting to \$69 million declared under the \$100 customs exemption privilege. In 1955 approximately 19 per cent of the expenditure by Canadians while travelling in the United States was used for the purchase of merchandise, whereas in 1954 nearly 21 per cent was used for this purpose. In 1953 over 23 per cent of the Canadian travel dollar in the United States went for the purchase of merchandise declared under this exemption. This would indicate that the purchase of merchandise is becoming less important in Canadian payments for travel in the United States.

The amount spent on travel in the United States has the same effect on Canada's balance of inter-

national payments as the commodities we import from that country. In 1955 the amount of travel that Canadians "purchased" from the United States was second only to the imports of non-farm machinery valued at \$398 million. More money was spent on travel than the imports of automobiles and parts valued at \$307 million. In 1955 Canadians spent more on travel in the United States than the imports of all fresh fruits, vegetables, and electrical apparatus combined. Payments to the United States on travel practically equalled the combined values of all fibres, textiles, tractors, farm implements and machinery including parts in 1955. It will thus be realized that travel plays an important part in the economy of our country.

## Special Survey of Canadian Travel Behaviour in the United States

In the latter part of 1954 a study was made on some of the habits of Canadian travellers in the United States, to supplement information already collected. In 1955 this study was extended to cover each month of the year and information was collected by means of a "mail questionnaire" showing: the length of stay in the United States; the type of transportation used for travelling; amount of money spent in the United States; the main purpose of the trip; port of entry into the United States and re-entry into Canada and state of destination.

Although some of the questionnaires reported more than one purpose of visit, final tabulations revealed that 41.6 per cent reported recreation as the purpose of the trip; followed by 35.0 per cent reporting visits to friends and relatives. This com-

pares with 39.4 per cent and 29.9 per cent respectively in the previous survey conducted in the latter part of 1954. Only 9.1 per cent reported shopping as the main purpose for their trip in 1955. Canadians did not appear to have the usual incentive to make shopping trips to the United States in 1955. Over 8 per cent of the returns reported business as their reason for visiting the United States compared with 5 per cent in the previous survey. Over 27 per cent of the persons returning by aeroplane reported business trips as their reason for travelling to the United States and 11 per cent of the number returning by rail had been on business as shown in Statement 14. Less than 2 per cent of the Canadians completing questionnaires on this survey had been in the United States for education and 4 per cent reported other reasons not listed.

**STATEMENT 14. Purpose of Visit Reported by Canadians Returning from the United States  
Special Survey - 1955**

Type of transportation	Percentage of persons reporting main purpose of trip					
	Business	Education	Shopping	Recreation	Visiting relatives of friends	Other
	%	%	%	%	%	%
Rail .....	10.6	2.5	9.8	29.3	43.7	4.1
Bus .....	1.6	1.9	13.8	42.3	37.0	3.4
Aeroplane .....	27.3	2.7	2.1	36.0	27.3	4.6
Boat .....	4.5	0.9	13.0	45.6	33.4	2.6
Total non-automobile .....	14.8	2.4	7.9	33.9	36.9	4.1
Automobile .....	4.1	1.1	9.9	46.8	33.8	4.3
<b>Grand Total .....</b>	<b>8.4</b>	<b>1.6</b>	<b>9.1</b>	<b>41.6</b>	<b>35.0</b>	<b>4.3</b>

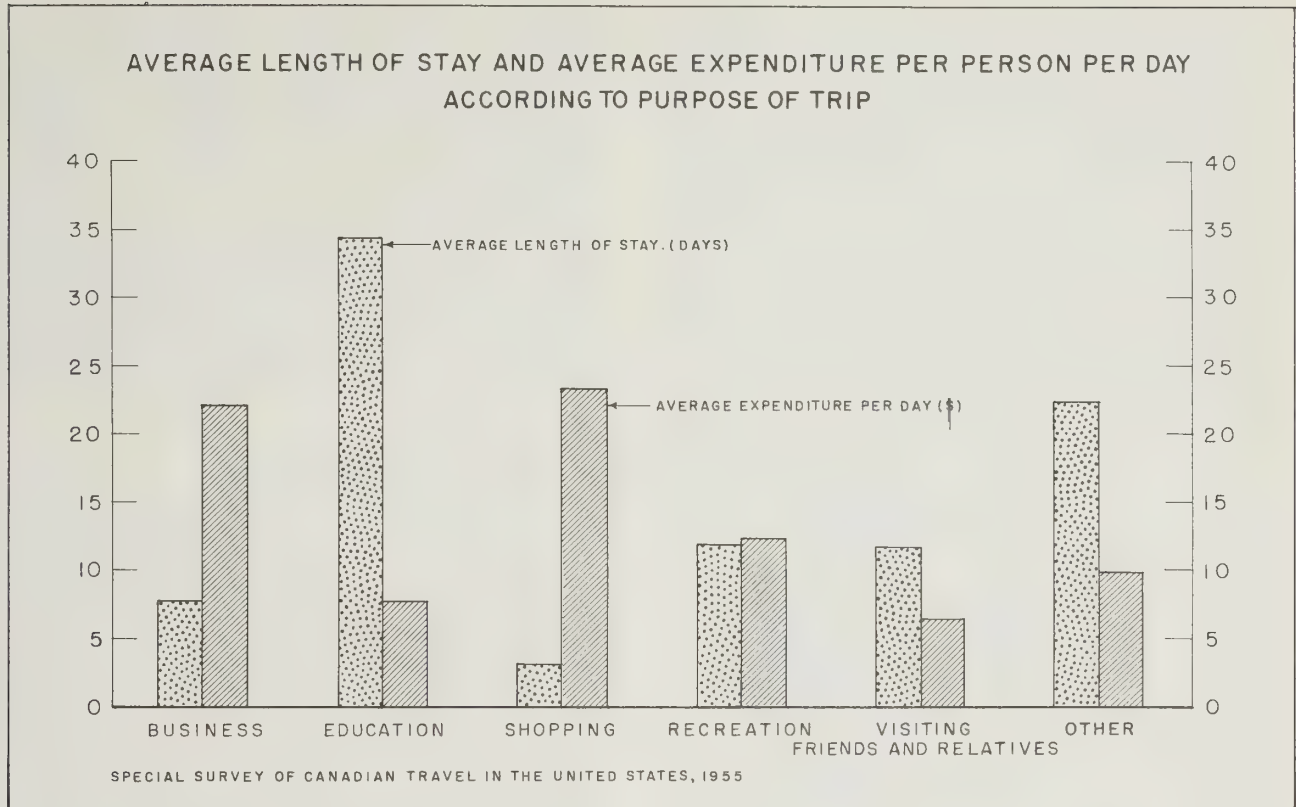
In addition to the purpose of visit, the respondents were queried on length of visit in the United States and the returns tabulated according to purpose of trip and type of transportation. Canadians travelling to the United States for the purpose of shopping reported visits of approximately 3 days, while visits for educational purposes averaged over 34 days. It would appear that persons on shopping tours returned to Canada soon after the 48 hour time limit required for customs exemption expired. Business trips were of comparatively short duration, averaging between 7 and 8 days. Persons reporting visits with friends or relatives and trips for recreation averaged 12 days per visit, while "other" purposes reported visits of over 22 days. Many persons checking other reasons for the trip stated they had been in the United States for their health.

Average expenditures varied widely according to purpose of visit. Visits for educational purposes had the highest average expenditure per visit but the average per person per day was lower than most other types of travel, due chiefly to a greater length of stay. Canadians travelling in the United States on business had high expenditures per visit and high averages per day. Persons on shopping tours

had the lowest expenditure per visit reported for all purposes but the highest average when calculated on a per person per day basis. Canadians visiting friends or relatives in the United States have the lowest average expenditure per day and also have lower expenditures per visit. Charts 2 and 3 show comparative data on average expenditures and length of stay, according to purpose of visit.

In addition to the questions already mentioned Canadians were asked to give their destination in the United States. In order that the information might be presented in tabular form and to simplify the process of tabulation the state rather than the city or town was used. On questionnaires listing more than one destination the state farthest from the International border was used. Data appearing for states lying close to the Canadian border should be taken as minimum, owing to the fact that Canadians must pass through states bordering Canada on their way farther south. States with large centres of population, such as New York city and Chicago, attract a higher proportion of the non-automobile traffic, whereas states like Montana and North Dakota without large cities draw a higher proportion

CHART 2

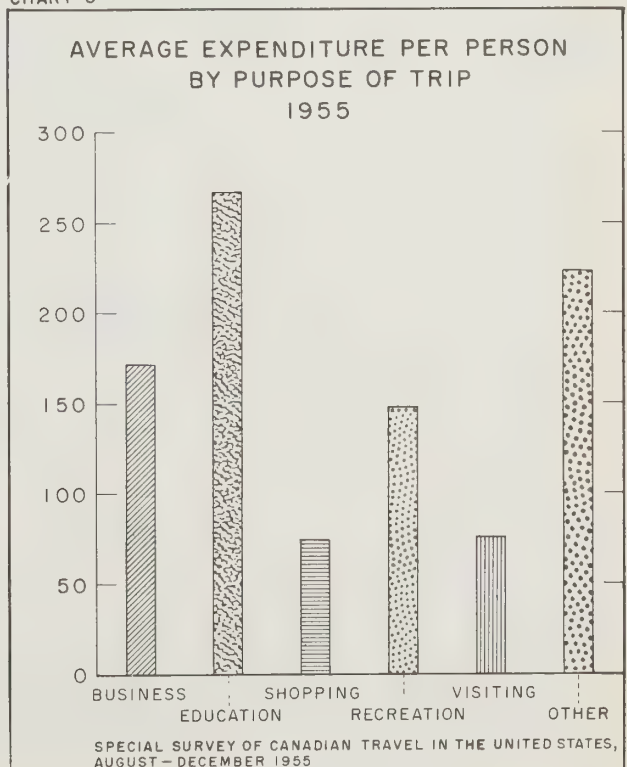


of their Canadian visitors from automobile travellers. Direct lines of transportation are usually available to the larger cities, but smaller cities and towns may be more accessible by automobile. Parking facilities and the volume of traffic may also be a factor influencing many Canadians to use non-automobile transportation to visit the larger cities in the United States.

The state of destination varies with the season of the year in some instances. During the first three months of the year nearly 25 per cent of the respondents reported visits to the State of Florida and 16 per cent reported Florida as the state of destination in the second quarter of the year. In the summer months only 3 per cent had gone to Florida and 5 per cent in the fourth quarter of the year. In the aggregate for the year, between 9 and 10 per cent of the questionnaires gave Florida as the state of destination in the United States. It must be borne in mind, however, that with the exception of re-entries by aeroplane, visits to Florida by automobile or other types of transportation require intransit trips through other states which would not be recorded in table 10. Nearly 28 per cent of the visits during the year were to New York state but some 31 per cent visited this state in the second and fourth quarters. This would indicate that visits to New York city for Easter and Christmas are an important factor in drawing Canadians to that destination. The state of Washington was declared as the destination on 11 per cent of the returns and Michigan on

9 per cent. Being close to the International border it is probable that many visits to these states would be of a short-term nature.

CHART 3



The state of destination according to province of re-entry into Canada appears in Table 11. Some 39 per cent of the re-entries via Ontario and Quebec reported visits to New York, while 34 per cent of the returns to the Atlantic Provinces reported Massachusetts as their destination. This would indicate that residents of the Maritimes are attracted to Boston, although 29 per cent did not go further than Maine. Massachusetts drew some 13 per cent of the visits from Quebec, while Florida and Maine received about 9 per cent. Few of the re-entries via Ontario report visits to Maine or Massachusetts but 16 per cent had been in Michigan and 14 per cent in Florida. Some 42 per cent of the re-entries via Manitoba reported visits to Minnesota and nearly 20 per cent had stayed in North Dakota. Saskatchewan returns recorded North Dakota on 41 per

cent and Minnesota on 13 per cent. Over 47 per cent of the returns via Alberta had stayed in Montana and 12 per cent had gone to California. Canadians returning through British Columbia had remained close to the Pacific coast with 60 per cent not travelling beyond the state of Washington. Nearly 19 per cent had been to California and 11 per cent had visited Oregon. Table 11 shows that, with the exception of Florida and to a lesser extent California, the tendency is for Canadians to make most of their visits to states close to the International border. Data compiled from the special survey is based on the information recorded on some 46,400 questionnaires, as a cross section of all provinces, all types of transportation and nearly 85,000 persons.

#### Canadian Expenditures in the United States by Type of Transportation

The automobile is first in popularity as a means of transportation used by Canadians in making visits to the United States. In 1955 over 70 per cent of Canadians returning from visits to the United States were in automobiles and less than 30 per cent by all other means of transportation. In 1954 nearly 60 per cent returned in automobiles and over 40 per cent by other means of transportation compared with 48 per cent in automobiles and 52 per cent by all other type of traffic in 1950. During the past five years personal incomes have been relatively high in Canada and automobile registrations have advanced more rapidly than the rate of increase in population. In 1950 the total passenger car registrations in Canada amounted to 1,906,927 or one automobile for every 7.3 persons residing in Canada. In 1954 passenger car registrations in Canada numbered 2,688,465 or one automobile for every 5.7 persons residing in Canada. In 1955 the registrations numbered 2,935,412 or one automobile for every 5.3 persons. No doubt this has been a factor influencing the trend toward automobiles as a means of transportation carrying Canadians on visits to the United States. The number of Canadian automobiles re-entering Canada after visits to the United States, however, has gained momentum more rapidly over the past five years than the total registrations from year to year.

During the past year there has been a slight revision in the method of classifying the length of visit on automobiles staying abroad more than 24 hours. Formerly a visit of 48 hours was recorded in the two day classification, and all visits reported in hours were classified to the nearest day. Our present procedure segregates the visits into three divisions namely; 24 hours or less, over 24 hours and under 48 hours, and 48 hours and over. In the latter procedure all purchases of merchandise declared under the \$100 customs exemption privilege are included in the long-term classifications. Under our former procedure some of the purchases were included in the two day automobile classification by virtue of the fact that a visit of 48 hours entitled returning residents to bring into Canada certain declared items of merchandise to the value of \$100 free of duty, provided the privilege was not repeated within a four month period.

Total re-entries of Canadian automobiles into Canada during 1955 amounted to 6.5 million, an increase of 23 per cent over the calendar year 1954. Expenditures of Canadian motorists were approximately 21 per cent higher, a more moderate increase than the change in volume due to lower averages per vehicle in the long-term classification. The average expenditure per vehicle for the group staying 24 hours or less was slightly higher in 1955.

#### STATEMENT 15. Expenditures of Canadian Travellers in the United States by Types of Transportation Used to Re-enter Canada, 1951-1955

Type of transportation	1951	1952	1953	1954	1955 <sup>1</sup>
	(\$ Millions)				
Automobile .....	93.9	118.5	133.0	147.4	178.2
Train .....	58.2	75.2	61.6	65.4	66.3
Boat .....	3.9	3.8	5.1	5.7	5.1
Bus (Exclusive of local bus) .....	48.8	51.6	45.9	44.1	46.1
Aeroplane .....	22.1	26.1	39.9	39.9	52.7
Other (Pedestrians, local bus etc.) .....	19.0	18.4	21.8	17.5	14.4
<b>Total .....</b>	<b>245.9</b>	<b>293.6</b>	<b>307.3</b>	<b>320.0</b>	<b>362.8</b>

1. Subject to revision.

Canadians returning by automobile accounted for 72 per cent of the increase in travel expenditures in the United States over 1954. In the five year period from 1951 to 1955, expenditures in other countries by Canadians re-entering via automobile have advanced nearly 100 per cent.

A more detailed analysis of Canadian automobile traffic by length of stay is presented in Tables 9 and 9A, comparable to the analysis made in tables 1 and 1A on foreign automobiles travelling in Canada on travellers' vehicle permits. It should be noted however, that the analysis made on foreign automobiles does not include the numerous local visits by non-permit cars from the United States which normally stay for less than one day. Over 80 per cent of the Canadian automobiles travelling in the United States return within 24 hours, and over 85 per cent re-enter Canada within 48 hours. The number of foreign automobiles in each classification appearing in Tables 1 and 1A declines fairly steadily as the length of stay increases, but the number of Canadian automobiles in each classification does not show a uniform decline with longer visits. A definite concentration appears in the 7 day, 14 day and 21 day groups indicating possible vacations in the United States of one, two or three weeks duration.

The pattern in number of persons per car also varies between Canadian and foreign automobiles. Foreign automobiles carry more persons per vehicle in the one day classification, but Canadian automobiles average more persons per vehicle when the length of stay is of one, two, or three weeks duration. The average number of persons per vehicle was relatively high in the six and fifteen day classifications, another factor indicating family vacations of one or two weeks duration. In the aggregate, however, foreign vehicles average more persons per vehicle due to the higher average in the one day classification.

Examinations of average expenditures also reveals a different pattern between Canadian automobiles abroad and foreign vehicles travelling in Canada. With the exception of the one day classification Canadians report much higher expenditures on a per person per day basis than do non-resident travellers in Canada. Not only do Canadian automobiles with one 'days' stay in the United States carry fewer persons per vehicle than their counterparts travelling in Canada, but expenditures are lower per person. All other classifications appearing in table 9A, however, show higher average expenditures per person per day.

Canadians returning by non-automobile transportation spent an additional \$12 million in 1955 when compared with the previous year, but the advance was more moderate than the automobile classification. Although there was little change in the aggregate number returning by rail, through bus, boat and plane their expenditures were nearly 10 per cent higher. Higher averages were reported by all classes with the exception of persons returning by boat where the average per person was slightly lower. Canadians returning by aeroplane spent an additional \$13 million when compared with 1954 due to an increase in the number of re-entries accompanied by higher average expenditure per person. Shorter visits were reported by plane passengers in 1955. Bus expenditures advanced \$2 million, due to higher averages per person, the volume having receded nearly 7 per cent but longer visits were reported in 1955. Higher averages reported by persons returning by rail were responsible for an increase of nearly \$1 million for this type of traffic. Boat expenditures declined in 1955 due to lower averages and a decrease in the number of persons returning. A substantial decline in the volume of the residual classification referred to as "Other Travellers" was responsible for a decrease of nearly 18 per cent in the expenditures of this group. The average per person was slightly higher during the past year.

### Travel Between Canada and Overseas Countries

#### STATEMENT 16. Balance of Payments on Travel Account Between Canada and Overseas Countries, 1954-1955<sup>1</sup>

Net Credits (+) Net Debits (-)

	All Overseas Countries		United Kingdom		Other Sterling Area		Other O.E.E.C. Countries		All Other Countries	
	1954	1955	1954	1955	1954	1955	1954	1955	1954	1955
	(\$ Millions)									
Receipts .....	22	25	13	13	3	4	4	5	2	3
Payments .....	69	86	35	40	7	8	23	32	4	6
Net Balance.....	- 47	- 61	- 22	- 27	- 4	- 4	- 19	- 27	- 2	- 3

1. Subject to revision.

Although travel between Canada and overseas countries is normally less than 1 per cent of that between Canada and the United States the amount of money being used by Canadians to finance travel to overseas countries is becoming more significant each year. The customary debit balance in travel account between Canada and overseas countries moved sharply upward in 1955 to reach an all time record of \$61 million. The difference between debits and credits has widened sharply during the past few years to a point 6 times greater than the spread recorded in 1949.

Expenditures in Canada by non-immigrant arrivals from overseas countries are estimated at \$25 million, an increase of nearly 14 per cent over the previous record established in 1954. Included in these totals are transportation costs on Canadian carriers. Expenditures of overseas travellers in Canada are higher than the volume indicated due to higher transportation costs and normally longer visits.

The number of non-resident travellers arriving direct from overseas countries through Canadian ports of entry in 1955 amounted to 28,000, an in-

**STATEMENT 17. Number of Non-Immigrant Visitors Entering Canada Direct from Overseas Countries, by Type of Transportation, Principal Countries, 1954-1955**

Country of Residence	Arrivals by Aeroplane		Arrivals by Vessel		Total	
	1954	1955	1954	1955	1954	1955
United Kingdom .....	5,394	6,205	8,286	9,649	13,680	15,854
Australia and New Zealand .....	560	564	780	1,047	1,340	1,611
Bermuda and B.W.I. ....	760	764	156	140	916	904
Other Commonwealth Countries .....	516	516	302	346	818	862
France .....	798	1,395	567	814	1,365	2,209
Holland .....	536	529	743	921	1,279	1,450
Germany .....	471	629	596	788	1,067	1,417
Italy .....	90	141	72	132	162	273
Belgium .....	105	128	129	128	234	256
Switzerland .....	141	126	95	81	236	207
Norway .....	80	84	123	97	203	181
Eire .....	47	73	63	74	110	147
Denmark .....	76	67	113	73	189	140
Sweden .....	56	56	31	70	87	126
Austria .....	97	42	59	75	156	117
Greece .....	85	38	156	69	241	107
South America .....	546	414	88	70	634	484
Africa (Not British) .....	46	264	55	56	101	320
Mexico .....	115	233	11	6	126	239
Japan .....	59	125	29	34	88	159
West Indies (Not British) .....	166	117	16	12	182	129
Israel .....	63	57	43	54	106	111
Other Countries .....	384	516	158	167	542	683
<b>Total .....</b>	<b>11,191</b>	<b>13,083</b>	<b>12,671</b>	<b>14,903</b>	<b>23,862</b>	<b>27,986</b>

crease of some 4,000 visits or approximately 17 per cent over the previous year. Of this number 14,900 or 53 per cent travelled by ship and the remaining 47 per cent representing 13,100 passengers arrived by air. In this respect it is of interest to note that the increase in the number of arrivals over the previous year was evenly divided percentage-wise between air and water transportation. During the year 1955 an additional 2,200 visitors from overseas countries arrived by vessel representing a gain of 17 per cent over 1954, and there was an advance of 1,900 in the number arriving by air which also represented an increase of 17 per cent over the previous year. The breakdown between plane and vessel as a means of transportation for non-immigrant arrivals in Canada remained the same as in 1954, namely, 54 per cent by vessel and 47 per cent by plane. In addition to the number of visitors arriving direct from overseas countries an estimated 20,000 entered Canada via the United States. The total number of entries direct and by way of the United States amounted to 48,000, an increase of 15 per cent in the aggregate.

Compilation of data on the number of visitors arriving direct from overseas countries on Canadian carriers was repeated in 1955. During the past year 33 per cent of the visitors direct from overseas countries arrived via Canadian air and steamship lines whereas 67 per cent were aboard foreign carriers. In 1954 approximately 34 per cent arrived in Canada via Canadian air and steamship lines and 66 per cent were aboard foreign carrier.

Over 50 per cent of the visitors from overseas countries are residents of the United Kingdom. Percentage-wise, the proportion of overseas visitors residing in the United Kingdom remained unchanged from the previous year, namely, 57 per cent. In 1955 approximately 12 per cent originated in other Commonwealth countries compared with 13 per cent in 1954. Residents of other European countries accounted for 22 per cent of our visitors direct from overseas in 1954 and nearly 24 per cent in 1955. Normally all other countries constitute between 7 and 8 per cent of the visitors from overseas countries.

**STATEMENT 18. Residents of Canada Returning Direct from Overseas Countries,  
Principal Ports of Re-Entry, 1951-1955**

Port of Re-entry	1951	1952	1953	1954	1955
Gander, Nfld. ....	4,084	6,799	9,457	8,529	9,729
Dorval, Que. ....	7,277	9,652	12,841	17,937	19,507
Malton, Ont. ....	3,370	3,602	4,158	7,036	7,823
Vancouver, B.C. ....	997	1,300	1,924	3,751	5,562
St. John's, Nfld. ....	917	1,055	1,080	944	608
Halifax, N.S. ....	3,592	4,393	4,208	4,017	6,713
Saint John, N.B. ....	1,993	1,711	1,297	1,164	1,034
Quebec <sup>1</sup> , Que. ....	19,936	24,827	24,796	27,673	33,408
Other Ports ....	1,999	1,473	1,721	2,507	3,635
<b>Total All Ports .....</b>	<b>44,165</b>	<b>54,812</b>	<b>61,482</b>	<b>73,558</b>	<b>88,019</b>

1. Many returning residents cleared at Quebec disembark at Montreal.

The number of Canadians returning from visits to overseas countries in 1955 exceeded all previous records. Residents of Canada returning via Canadian ports after visits to overseas countries numbered 88,000, an increase of nearly 20 per cent over the previous year. It may be of interest to note that the increase in 1954 over 1953 was also 20 per cent. Statement 18 shows the number of Canadians returning direct through the main ports of re-entry for the years 1951 through 1955. After making deductions for the number of re-entries by boat at Vancouver, the ports of Gander, Dorval, Malton and Vancouver accounted for 47 per cent of the total compared with 50 per cent in 1954 and 45 per cent in 1953. Other ports specified in Statement 18 and traffic by vessel at Vancouver accounted for nearly 49 per cent of the Canadians returning from overseas in 1955. The ports not specified in the statement referred to normally account for 4 per cent of this type of traffic. Re-entries direct to Canada were supplemented by an estimated 29,000 who

returned from overseas via the United States making a total of 117,000, an increase of 21,400 visits in the aggregate or 22 per cent over the previous year.

It is estimated that some 50,000 of the re-entries were returning from visits to the United Kingdom and the number visiting other European countries to be in the neighborhood of 30,000. Visits to other Commonwealth countries are the most important segment of the remainder, although a number of Canadians visit Latin America and other countries.

The length of stay in overseas countries varies somewhat according to the area visited. The average length of stay reported by Canadians returning from visits to the United Kingdom was close to 50 days, whereas the length of stay reported in other European countries was slightly over 40 days. Visits to other Commonwealth countries and Latin America are of shorter duration and average around 30 days per visit.

The main purpose of trips to overseas countries also varies according to the area visited. Canadians go to the United Kingdom and other European countries mainly to visit friends and relatives. Over 60 per cent of the visits to the United Kingdom were for the purpose of visiting friends and relatives and 50 per cent of the visits to other European countries were for the same purpose. Approximately 19 per cent of Canadian visits to these areas are for recreation, followed by business and education and about 1 per cent reported other reasons. Canadians visit other Commonwealth countries, Latin America and other countries mainly for recreation. A substantial number of Canadian trips to other Commonwealth countries are for the purpose of visiting friends and relatives but few Canadians travel to Latin America and other countries for that purpose. More Canadians go to Latin America and the remaining countries on business than to visit friends and relatives.

Canadians spent an estimated \$86 million in overseas countries during the calendar year 1955. This amount surpassed the previous record by \$17 million or approximately 25 per cent. Most of the expenditures of Canadians in overseas countries are in the United Kingdom although the other European countries are gradually claiming a greater portion of the Canadian travel dollar. The United Kingdom received some \$40 million from Canadians travelling overseas, an additional \$5 million or 14 per cent

when compared with 1954. Expenditures in the O.E.E.C. countries of Europe amounted to \$32 million, a gain of \$9 million or approximately 39 per cent. Other Commonwealth nations received \$8 million and all other overseas countries \$6 million in 1955. Expenditures in other Commonwealth countries are chiefly in Bermuda and British West Indies and the remainder mainly in countries of Latin America.

Transportation costs paid to non-Canadian carriers are included in the estimates of travel expenditure in overseas countries. Receipts by Canadian carrier do not represent a movement of funds out of Canada and consequently are not included in expenditures of Canadians in overseas countries. Nearly 48 per cent of the amount spent by Canadians visiting overseas countries covers international transportation to and from North America. This includes taxes on transportation and incidental expenses enroute but does not include transportation in Canada. Approximately 42 per cent of the amount used for transportation goes to Canadian carriers and the balance to foreign carriers. Transportation used by residents of Canada travelling to overseas countries is fairly evenly distributed between air and vessel routes. The strike at British seaports during the early summer months of 1955 made it necessary for many Canadians to use aeroplane for trans-Atlantic transportation at that time.

#### Quarterly Distribution of Travel Expenditures

Statement 19 shows that receipts from residents of other countries travelling in Canada continue to be highly concentrated in the third quarter of the year. In 1955 the summer months accounted for between 55 and 56 per cent of receipts for the year and the third quarter is the only period when receipts exceed payments on travel account. The first quarter of the year is of least importance, with less than 8 per cent of the revenue for the year coming in the first three months. On a percentage basis the increase over the previous year was more pronounced in the second quarter and not as noticeable in the third quarter. The concentration of over 55 per cent of the travel in three months of the year creates a strain on Canadian operators to provide accommodation for a short period of the year, an uneconomical arrangement.

Payments are more evenly distributed over the year than receipts and although disbursements are heaviest in the third quarter the seasonal peak is less pronounced. During the past five years the credit balance of the third quarter has not been sufficient to counter the deficit on the first, second and fourth quarters and the debit balance for the year has been increasing steadily. The percentage increase in payments for travel in other countries during 1955 was more pronounced in the first quarter and lowest in the fourth quarter. A factor that has contributed to the more uniform distribution of Canadian travel to other countries is the expansion of winter travel, particularly to southern resorts, whereas our receipts in the winter months have declined in importance as a percentage of the year.

**STATEMENT 19. Quarterly Estimates of the Balance of Payments on Travel Account  
Between Canada and Other Countries, 1950-1955<sup>1</sup>**

	I Qr.	II Qr.	III Qr.	IV Qr.	Year
	(\$ Millions)				
Quarterly receipts:					
1950 .....	23	51	152	49	275
1951 .....	23	51	157	43	274
1952 .....	24	53	156	42	275
1953 .....	26	57	172	47	302
1954 .....	24	59	172	50	305
1955 .....	26	66	182	54	328
Per cent of year:					
1950 .....	8.4	18.5	55.3	17.8	100.0
1951 .....	8.4	18.6	57.3	15.7	100.0
1952 .....	8.7	19.3	56.7	15.3	100.0
1953 .....	8.6	18.9	56.9	15.6	100.0
1954 .....	7.9	19.3	56.4	16.4	100.0
1955 .....	7.9	20.1	55.5	16.5	100.0
Quarterly payments:					
1950 .....	36	58	79	53	226
1951 .....	54	74	96	56	280
1952 .....	63	97	110	71	341
1953 .....	68	95	124	78	365
1954 .....	65	102	134	88	389
1955 .....	78	119	156	96	449
Per cent of year:					
1950 .....	15.9	25.7	35.0	23.4	100.0
1951 .....	19.3	26.4	34.3	20.0	100.0
1952 .....	18.5	28.4	32.3	20.8	100.0
1953 .....	18.6	26.0	34.0	21.4	100.0
1954 .....	16.7	26.2	34.5	22.6	100.0
1955 .....	17.4	26.5	34.7	21.4	100.0

1. Subject to revision.

**TABLE 1. Number and Expenditures of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Who Departed from Canada in 1955, Classified by Length of Visit**

Day's stay	Number of permits	% of total permits	Average expenditure per car	Estimated expenditures	% of total expenditures	Number of car days	Average expenditure per car per day
			\$	\$			\$
1 .....	879,889	35.52	7.43	6,537,575	4.99	879,889	7.43
2 .....	528,390	21.33	19.31	10,203,211	7.78	1,056,780	9.66
3 .....	288,223	11.64	46.58	13,425,427	10.24	864,669	15.53
4 .....	181,474	7.33	67.98	12,336,603	9.41	725,896	17.00
5 .....	117,899	4.76	89.97	10,607,373	8.09	589,495	17.99
6 .....	82,434	3.33	108.39	8,935,021	6.82	494,604	18.06
7 .....	71,189	2.87	125.90	8,962,695	6.84	498,323	17.99
8 .....	75,456	3.05	133.55	10,077,149	7.69	603,648	16.69
9 .....	46,721	1.89	146.65	6,851,635	5.23	420,489	16.29
10 .....	30,073	1.22	153.30	4,610,191	3.52	300,730	15.33
11 .....	21,657	0.87	164.35	3,559,328	2.72	238,227	14.94
12 .....	17,674	0.71	173.72	3,070,327	2.34	212,088	14.48
13 .....	15,848	0.64	176.23	2,792,893	2.13	206,024	13.56
14 .....	15,950	0.64	175.51	2,799,385	2.14	223,300	12.54
15 .....	16,818	0.68	177.62	2,987,213	2.28	252,270	11.84
16 .....	10,052	0.41	184.54	1,854,996	1.42	160,832	11.53
17 .....	6,556	0.26	192.89	1,264,587	0.96	111,452	11.35
18 .....	4,724	0.19	194.16	917,212	0.70	85,032	10.79
19 .....	3,636	0.15	202.47	736,181	0.56	69,084	10.66
20 .....	3,336	0.13	209.75	699,726	0.53	66,720	10.49
21 .....	3,125	0.13	207.79	649,344	0.50	65,625	9.89
22 .....	3,001	0.12	208.61	626,039	0.48	66,022	9.48
23 .....	2,285	0.09	208.56	476,560	0.36	52,555	9.07
24 .....	1,850	0.07	215.86	399,341	0.30	44,400	8.99
25 .....	1,644	0.07	232.87	382,838	0.29	41,100	9.31
26 .....	1,479	0.06	212.23	313,888	0.24	38,454	8.16
27 .....	1,631	0.07	214.48	349,817	0.27	44,037	7.94
28 .....	1,543	0.06	220.77	340,648	0.26	43,204	7.88
29 .....	1,764	0.07	191.67	338,106	0.26	51,156	6.61
30- 39 .....	9,910	0.40	185.34	1,836,719	1.40	332,604	5.52
40- 49 .....	4,663	0.19	250.57	1,168,408	0.89	206,088	5.67
50- 59 .....	3,564	0.14	303.76	1,082,601	0.83	194,192	5.57
60- 69 .....	3,225	0.13	282.35	910,579	0.69	206,712	4.41
70- 79 .....	2,158	0.09	378.04	815,810	0.62	160,151	5.09
80- 89 .....	1,769	0.07	386.01	682,852	0.52	149,553	4.57
90- 99 .....	1,596	0.06	377.12	601,884	0.46	150,219	4.01
100-119 .....	2,241	0.09	400.32	897,117	0.68	244,805	3.66
120-139 .....	1,805	0.07	475.75	858,729	0.66	232,975	3.69
140-169 .....	3,152	0.13	471.94	1,487,555	1.13	434,106	3.43
170-199 .....	3,040	0.12	488.63	1,485,435	1.13	619,837	2.40
200-over .....	3,769	0.15	570.62	2,150,667	1.64	1,153,330	1.86
<b>Totals .....</b>	<b>2,477,213</b>	<b>100.00</b>	<b>52.92</b>	<b>131,083,665<sup>2</sup></b>	<b>100.00</b>	<b>12,590,677</b>	<b>10.41</b>
Average length of stay .....						per car 5.08	

1. Exclusive of commuters, summer residents and locals.

2. Expenditure data in this table are calculated on a Dominion basis, hence do not agree with similar data in Statement 3 which are calculated on a provincial basis.

**TABLE 1A. Number of and Average Expenditure Per Day by Non-Resident Motorists Travelling on Customs Permits<sup>1</sup> Who Departed from Canada in 1955, Classified by Length of Visit**

Day's stay	Average persons per car	Number of persons	Number of person-days	Average expenditure per person per day
				\$
1 .....	3.14	2,758,358	2,758,358	2.37
2 .....	2.88	1,520,070	3,040,140	3.36
3 .....	2.83	816,773	2,450,319	5.48
4 .....	2.77	503,242	2,012,968	6.13
5 .....	2.74	323,219	1,616,095	6.56
6 .....	2.78	229,272	1,375,632	6.50
7 .....	2.87	204,384	1,430,688	6.26
8 .....	3.03	228,820	1,830,560	5.50
9 .....	2.91	135,973	1,223,757	5.60
10 .....	2.80	84,284	842,840	5.47
11 .....	2.73	59,208	651,288	5.47
12 .....	2.76	48,712	584,544	5.25
13 .....	2.77	43,844	569,972	4.90
14 .....	2.89	46,075	645,050	4.34
15 .....	3.00	50,424	756,360	3.95
16 .....	2.78	27,971	447,536	4.14
17 .....	2.66	17,453	296,701	4.26
18 .....	2.55	12,023	216,414	4.24
19 .....	2.50	9,103	172,957	4.26
20 .....	2.51	8,374	167,480	4.18
21 .....	2.52	7,885	165,585	3.92
22 .....	2.59	7,771	170,962	3.66
23 .....	2.54	5,810	133,630	3.57
24 .....	2.39	4,421	106,104	3.76
25 .....	2.37	3,892	97,300	3.93
26 .....	2.34	3,454	89,804	3.50
27 .....	2.30	3,756	101,412	3.45
28 .....	2.30	3,556	99,568	3.42
29 .....	2.37	4,172	120,988	2.79
30-39 .....	2.32	22,951	770,236	2.38
40-49 .....	2.34	10,894	481,515	2.43
50-59 .....	2.34	8,324	453,575	2.39
60-69 .....	2.32	7,472	478,955	1.90
70-79 .....	2.36	5,091	377,803	2.16
80-89 .....	2.32	4,100	346,614	1.97
90-99 .....	2.28	3,634	342,032	1.76
100-119 .....	2.27	5,095	556,578	1.61
120-139 .....	2.26	4,087	527,509	1.63
140-169 .....	2.31	7,267	1,000,811	1.49
170-199 .....	2.33	7,094	1,446,396	1.03
200-over .....	2.50	9,436	1,153,314	1.86
<b>Totals .....</b>	<b>2.93</b>	<b>7,267,744</b>	<b>32,110,350</b>	<b>4.08</b>
Average length of stay .....			per person 4.42	

1. Exclusive of commuters, summer residents and locals.

**TABLE 2. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada during the four months June-September 1955, Grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit**

Ports of entry	Ports of exit	Number of permits by length of stay			Total
		1 day	2 days	3 days and over	
Section I. Traffic within Ontario:					
(a) St. Lawrence River Ports.....	Fort Erie and Niagara Falls .....	620	2,933	8,175	11,728
	Lake Erie Ports.....	—	—	3	3
	St. Clair and Detroit River Ports.....	390	1,976	2,408	4,774
	Sault Ste-Marie.....	57	612	847	1,516
	Total of above .....	1,067	5,521	11,433	18,021
	St. Lawrence River Ports.....	10,457	7,479	48,582	66,518
	All Ports in the Province of Quebec	904	3,156	10,229	14,289
	All Ports in Canada .....	12,431	16,103	71,505	100,039
(b) Fort Erie and Niagara Falls.....	St. Lawrence River Ports.....	1,282	7,080	15,614	23,976
	Lake Erie Ports.....	6	61	67	134
	St. Clair and Detroit River Ports ...	76,594	53,928	13,832	144,354
	Sault Ste-Marie.....	34	946	3,126	4,106
	Total of above .....	77,916	62,015	32,639	172,570
	Fort Erie and Niagara Falls .....	107,738	53,220	129,943	290,901
	All Ports in Canada .....	185,704	116,029	180,644	482,377
(c) Lake Erie Ports.....	St. Lawrence River Ports.....	—	—	13	13
	Fort Erie and Niagara Falls .....	—	50	93	143
	St. Clair and Detroit River Ports.....	91	91	98	280
	Sault Ste-Marie.....	—	—	12	12
	Total of above .....	91	141	216	448
	Lake Erie Ports.....	5	11	417	433
	All Ports in Canada .....	96	152	648	896
(d) St. Clair and Detroit River Ports	St. Lawrence River Ports.....	314	2,069	3,522	5,905
	Fort Erie and Niagara Falls .....	72,942	58,245	21,371	152,558
	Lake Erie Ports.....	53	41	114	208
	Sault Ste-Marie.....	7	287	6,251	6,545
	Total of above .....	73,316	60,642	31,258	165,216
	St. Clair and Detroit River Ports ....	91,846	27,779	82,545	202,170
	All Ports in Canada .....	165,185	88,672	125,693	379,550
(e) Sault Ste-Marie.....	St. Lawrence River Ports.....	101	918	1,244	2,263
	Fort Erie and Niagara Falls .....	30	1,222	3,897	5,149
	Lake Erie Ports.....	5	6	12	23
	St. Clair and Detroit River Ports ....	—	382	5,013	5,395
	Total of above .....	136	2,528	10,166	12,830
	Sault Ste-Marie.....	3,495	3,024	18,334	24,853
	All Ports in Canada .....	3,650	6,185	32,317	42,152
Section II. Traffic from Ontario to Other Provinces:					
St. Lawrence River Ports .....	All Ports in Quebec .....	904	3,156	10,229	14,289
All Ports in Ontario West of Kingston and East of Sault Ste-Marie (Incl. Sault Ste-Marie) .....	All Ports in Quebec .....	88	1,575	29,013	30,676
All Ports in Ontario.....	All Ports in Quebec .....	992	4,731	39,335	45,058
All Ports in Ontario.....	All Ports in Maritime Provinces ....	6	125	5,076	5,207
All Ports in Ontario.....	All Ports in Manitoba .....	138	1,353	4,023	5,514
All Ports in Ontario.....	All Ports in Maritimes, Quebec and Manitoba .....	1,136	6,209	48,434	55,779
All Ports in Ontario.....	All Ports in Ontario .....	372,169	229,587	402,563	1,004,319
All Ports in Ontario.....	All Ports in Canada .....	373,306	235,815	452,065	1,061,186

**TABLE 2. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada during the four months June-September 1955, Grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit — Concluded**

Ports of entry	Ports of exit	Number of permits by length of stay			Total
		1 day	2 days	3 days and over	
<b>Section III. Traffic from the Maritime Provinces to Central Canada:</b>					
All Ports in the Maritime Provinces	All Ports in Quebec .....	326	515	3,824	4,665
	All Ports in Ontario .....	19	176	2,709	2,904
	All Ports in Quebec and Ontario.....	345	691	6,533	7,569
	All Ports in the Maritime Provinces	31,907	12,052	48,447	92,406
	All Ports in Canada .....	32,252	12,743	54,991	99,986
<b>Section IV. Traffic from Quebec to Other Provinces:</b>					
All Ports in Quebec .....	All Ports in Ontario on the St. Lawrence River .....	1,106	2,846	7,389	11,341
	All Ports in Ontario West of Kingston and East of Sault Ste-Marie (Incl. Sault Ste-Marie) .....	104	1,049	16,575	17,728
	All Ports in Ontario .....	1,210	3,895	24,004	29,109
	All Ports in the Maritime Provinces	273	441	6,625	7,339
	All Ports in Ontario and the Maritime Provinces .....	1,483	4,336	30,629	36,448
	All Ports in Quebec .....	64,621	46,500	101,624	212,745
	All Ports in Canada .....	66,104	50,836	132,288	249,228
<b>Section V. Traffic from Manitoba to Ontario:</b>					
All Ports in Manitoba .....	All Ports in Ontario .....	65	923	3,984	4,972
	All Ports in Manitoba .....	7,150	4,378	11,669	23,197
	All Ports in Canada .....	7,255	5,363	17,264	29,882
<b>Section VI. Traffic between the Prairie Provinces:</b>					
All Ports in Manitoba .....	All Ports in Saskatchewan .....	39	52	597	688
	All Ports in Alberta .....	1	10	484	495
	All Ports in Saskatchewan and Alberta .....	40	62	1,081	1,183
All Ports in Saskatchewan.....	All Ports in Manitoba.....	37	84	932	1,053
	All Ports in Alberta .....	28	55	723	806
	All Ports in Manitoba and Alberta ..	65	139	1,655	1,859
	All Ports in Saskatchewan .....	2,113	1,860	6,087	10,060
	All Ports in Canada .....	2,178	2,016	8,602	12,796
All Ports in Alberta .....	All Ports in Manitoba.....	—	14	490	504
	All Ports in Saskatchewan .....	3	72	561	636
	All Ports in Manitoba and Saskatchewan .....	3	86	1,051	1,140
	All Ports in Alberta .....	5,970	3,364	11,398	20,732
	All Ports in Canada .....	6,158	4,646	26,119	36,923
<b>Section VII. Traffic between the Prairie Provinces and British Columbia:</b>					
All Ports in the Prairie Provinces	All Ports in British Columbia.....	185	1,201	14,326	15,712
	All Ports in the Prairie Provinces..	15,341	9,889	32,941	58,171
	All Ports in Canada .....	15,591	12,025	51,985	79,601
All Ports in British Columbia .....	All Ports in the Prairie Provinces..	124	771	10,571	11,466
	All Ports in British Columbia.....	39,029	39,048	85,740	163,817
	All Ports in Canada .....	39,154	39,819	96,583	175,556

1. Exclusive of commuters, summer residents and locals.

**TABLE 2A. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada During the Six Months May to October 1955, Grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit**

Ports of entry	Ports of exit	Number of permits by length of stay			Total
		1 day	2 days	3 days and over	
<b>Section 1. Traffic within Ontario:</b>					
(a) St. Lawrence River Ports .....	Fort Erie and Niagara Falls .....	730	3,203	8,936	12,869
	Lake Erie Ports .....	—	—	3	3
	St. Clair and Detroit River Ports ....	400	2,216	2,705	5,321
	Sault Ste-Marie .....	61	688	905	1,654
	<b>Total of above .....</b>	<b>1,191</b>	<b>6,107</b>	<b>12,549</b>	<b>19,847</b>
	St. Lawrence River Ports .....	12,978	9,625	59,039	81,642
	All Ports in the Province of Quebec ..	1,106	3,552	11,435	16,093
	All Ports in Canada .....	15,279	19,239	84,365	118,883
(b) Fort Erie and Niagara Falls ....	St. Lawrence River Ports .....	1,426	7,862	16,837	26,125
	Lake Erie Ports .....	6	61	67	134
	St. Clair and Detroit River Ports ....	95,112	64,267	15,732	175,111
	Sault Ste-Marie .....	43	1,019	3,295	4,357
	<b>Total of above .....</b>	<b>96,587</b>	<b>73,209</b>	<b>35,931</b>	<b>205,727</b>
	Fort Erie and Niagara Falls .....	132,371	64,222	153,396	349,989
	All Ports in Canada .....	229,016	138,290	209,260	576,566
(c) Lake Erie Ports .....	St. Lawrence River Ports .....	—	—	13	13
	Fort Erie and Niagara Falls .....	—	50	95	145
	St. Clair and Detroit River Ports ....	91	91	103	285
	Sault Ste-Marie .....	—	—	12	12
	<b>Total of above .....</b>	<b>91</b>	<b>141</b>	<b>223</b>	<b>455</b>
	Lake Erie Ports .....	6	12	423	441
	All Ports in Canada .....	97	153	661	911
(d) St. Clair and Detroit River Ports	St. Lawrence River Ports .....	379	2,375	3,994	6,748
	Fort Erie and Niagara Falls .....	91,459	69,673	24,358	185,490
	Lake Erie Ports .....	53	41	114	208
	Sault Ste-Marie .....	8	304	6,593	6,905
	<b>Total of above .....</b>	<b>91,899</b>	<b>72,393</b>	<b>35,059</b>	<b>199,351</b>
	St. Clair and Detroit River Ports ....	121,144	35,919	99,916	256,979
	All Ports in Canada .....	213,068	108,617	148,266	469,951
(e) Sault Ste-Marie .....	St. Lawrence River Ports .....	112	1,017	1,330	2,459
	Fort Erie and Niagara Falls .....	40	1,332	4,123	5,495
	Lake Erie Ports .....	5	6	12	23
	St. Clair and Detroit River Ports ....	10	422	5,314	5,746
	<b>Total of above .....</b>	<b>167</b>	<b>2,777</b>	<b>10,779</b>	<b>13,723</b>
	Sault Ste-Marie .....	4,030	3,560	21,988	29,578
	All Ports in Canada .....	4,218	7,031	36,931	48,180
<b>Section 11. Traffic from Ontario to Other Provinces:</b>					
St. Lawrence River Ports .....	All Ports in Quebec .....	1,106	3,552	11,435	16,093
All Ports in Ontario West of Kingston and East of Sault Ste-Marie (Incl. Sault Ste-Marie). ....	All Ports in Quebec .....	100	1,734	32,321	34,155
All Ports in Ontario .....	All Ports in Quebec .....	1,206	5,286	43,854	50,346
All Ports in Ontario .....	All Ports in Maritime Provinces ....	7	153	5,415	5,575
All Ports in Ontario .....	All Ports in Manitoba .....	142	1,389	4,189	5,720
All Ports in Ontario .....	All Ports in Maritimes, Quebec and Manitoba .....	1,355	6,828	53,458	61,641
All Ports in Ontario .....	All Ports in Ontario .....	467,426	276,175	472,496	1,216,097
All Ports in Ontario .....	All Ports in Canada .....	468,785	283,047	527,127	1,278,959

**TABLE 2A. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada During the Six Months May to October 1955, Grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit – Concluded**

Ports of entry	Ports of exit	Number of permits by length of stay			Total
		1 day	2 days	3 days and over	
<b>Section III. Traffic from the Maritime Provinces to Central Canada:</b>					
All Ports in the Maritime Provinces	All Ports in Quebec .....	483	621	4,123	5,227
	All Ports in Ontario .....	23	244	2,958	3,225
	All Ports in Quebec and Ontario....	506	865	7,081	8,452
	All Ports in the Maritime Provinces	43,515	16,091	57,248	116,854
	All Ports in Canada .....	44,021	16,956	64,340	125,317
<b>Section IV. Traffic from Quebec to Other Provinces:</b>					
All Ports in Quebec .....	All Ports in Ontario on the St. Lawrence River .....	1,283	3,279	8,415	12,977
	All Ports in Ontario West of Kingston and East of Sault Ste-Marie (Incl. Sault Ste-Marie) .....	117	1,225	18,513	19,855
	All Ports in Ontario .....	1,400	4,504	26,970	32,874
	All Ports in the Maritime Provinces	472	507	7,026	8,005
	All Ports in Ontario and the Maritime Provinces .....	1,872	5,011	33,996	40,879
	All Ports in Quebec .....	88,245	60,613	124,779	273,637
	All Ports in Canada .....	90,117	65,624	158,813	314,554
<b>Section V. Traffic from Manitoba to Ontario:</b>					
All Ports in Manitoba .....	All Ports in Ontario .....	68	996	4,195	5,259
	All Ports in Manitoba .....	9,300	5,761	14,584	29,645
	All Ports in Canada .....	9,419	6,825	20,585	36,829
<b>Section VI. Traffic between the Prairie Provinces:</b>					
All Ports in Manitoba .....	All Ports in Saskatchewan .....	50	58	714	822
	All Ports in Alberta .....	1	10	513	524
	All Ports in Saskatchewan and Alberta .....	51	68	1,227	1,346
All Ports in Saskatchewan.....	All Ports in Manitoba .....	47	93	1,101	1,241
	All Ports in Alberta .....	29	59	789	877
	All Ports in Manitoba and Alberta..	76	152	1,890	2,118
	All Ports in Saskatchewan .....	2,666	2,343	7,852	12,861
	All Ports in Canada .....	2,742	2,514	10,694	15,950
All Ports in Alberta .....	All Ports in Manitoba .....	—	15	514	529
	All Ports in Saskatchewan .....	4	75	609	688
	All Ports in Manitoba and Saskatchewan .....	4	90	1,123	1,217
	All Ports in Alberta .....	6,513	3,867	12,718	23,098
	All Ports in Canada .....	6,714	5,191	28,454	40,359
<b>Section VII. Traffic between the Prairie Provinces and British Columbia:</b>					
All Ports in the Prairie Provinces	All Ports in British Columbia .....	197	1,241	15,380	16,818
	All Ports in the Prairie Provinces	18,610	12,281	39,394	70,285
	All Ports in Canada .....	18,875	14,530	59,733	93,138
All Ports in British Columbia .....	All Ports in the Prairie Provinces	131	813	11,514	12,458
	All Ports in British Columbia .....	51,009	49,768	104,769	205,546
	All Ports in Canada .....	51,141	50,581	116,570	218,292

1. Exclusive of commuters, summer residents and locals.

**TABLE 3. Number of Non-Resident Automobiles Which Entered Canada on Customs Permits Through Provinces Indicated and Which Departed in 1955, Classified by United States Federal States or Countries of Registration**

	Nfld. P.E.I. N.S. <sup>1</sup>	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C. and Y.T.	Total
Alabama .....	8	340	387	2,842	72	29	126	362	4,166
Arizona .....	3	54	224	1,222	55	49	307	888	2,802
Arkansas .....	3	60	129	1,208	53	27	93	216	1,789
California .....	60	882	1,807	15,618	1,085	774	5,079	42,165	67,470
Colorado .....	5	157	228	2,030	199	246	1,142	1,916	5,923
Connecticut .....	34	7,748	22,494	16,461	44	17	152	246	47,196
Delaware .....	4	217	776	1,890	11	3	33	50	2,984
Dist. of Columbia .....	7	314	1,119	2,629	20	6	61	108	4,264
Florida .....	20	1,643	3,299	11,667	189	71	431	848	18,168
Georgia .....	17	505	665	3,172	78	13	144	387	4,981
Idaho .....	4	165	85	664	79	71	1,129	6,325	8,522
Illinois .....	41	1,038	2,677	66,443	1,967	565	2,425	2,403	77,559
Indiana .....	7	557	991	30,906	346	154	568	847	34,376
Iowa .....	3	214	409	13,183	1,394	626	971	1,009	17,809
Kansas .....	7	219	327	4,701	710	374	858	1,373	8,569
Kentucky .....	4	209	285	5,454	56	25	107	207	6,347
Louisiana .....	13	254	394	2,096	75	28	214	393	3,467
Maine .....	26	88,934	22,103	3,426	21	7	39	93	114,649
Maryland .....	9	1,101	2,961	9,360	52	24	174	247	13,928
Massachusetts .....	97	26,788	50,523	29,617	87	36	237	375	107,760
Michigan .....	135	1,791	3,271	484,080	1,216	463	1,470	1,778	494,204
Minnesota .....	23	291	610	31,313	15,123	1,542	2,228	1,581	52,711
Mississippi .....	3	184	167	973	41	25	107	237	1,737
Missouri .....	9	252	664	9,565	587	180	727	1,027	13,011
Montana .....	11	34	67	657	306	4,250	11,459	2,702	19,486
Nebraska .....	10	113	189	3,458	942	400	652	799	6,563
Nevada .....	1	43	28	301	26	12	112	598	1,121
New Hampshire .....	15	2,682	23,876	3,438	13	9	53	64	30,150
New Jersey .....	46	5,010	20,314	36,270	116	37	448	587	62,828
New Mexico .....	2	169	115	719	50	32	241	389	1,717
New York .....	104	10,538	117,917	411,634	297	130	1,022	1,444	543,086
North Carolina .....	3	391	950	3,923	47	26	126	310	5,776
North Dakota .....	1	20	85	1,713	16,578	5,781	613	358	25,149
Ohio .....	14	2,132	4,807	143,339	395	161	1,052	1,339	153,239
Oklahoma .....	6	149	212	2,667	251	251	530	734	4,800
Oregon .....	1	150	176	1,536	190	232	976	24,892	28,153
Pennsylvania .....	12	4,426	13,499	102,734	180	76	680	990	122,597
Rhode Island .....	3	1,995	8,612	4,896	11	5	49	66	15,637
South Carolina .....	5	209	380	1,787	27	9	77	179	2,673
South Dakota .....	—	33	52	1,563	911	575	425	313	3,872
Tennessee .....	6	321	430	4,680	72	23	172	324	6,028
Texas .....	22	952	1,155	8,044	476	319	1,677	3,040	15,685
Utah .....	1	34	57	975	42	52	1,451	1,759	4,371
Vermont .....	—	686	84,789	3,263	13	2	17	62	88,832
Virginia .....	16	939	2,261	7,995	66	40	176	392	11,885
Washington .....	2	85	239	2,534	294	410	1,985	174,456	180,005
West Virginia .....	1	149	301	5,209	7	6	33	82	5,788
Wisconsin .....	3	339	855	27,367	1,227	479	1,122	985	32,377
Wyoming .....	—	29	35	305	68	137	582	452	1,608
<b>Total U.S. ....</b>	<b>827</b>	<b>165,545</b>	<b>397,956</b>	<b>1,531,527</b>	<b>46,165</b>	<b>18,809</b>	<b>44,552</b>	<b>282,397</b>	<b>2,487,818</b>
<b>Other Countries<sup>2</sup> .....</b>	<b>10</b>	<b>83</b>	<b>261</b>	<b>1,291</b>	<b>62</b>	<b>56</b>	<b>833</b>	<b>7,974</b>	<b>10,570</b>
<b>Grand Total .....</b>	<b>837</b>	<b>165,628</b>	<b>398,257</b>	<b>1,532,818</b>	<b>46,227</b>	<b>18,865</b>	<b>45,385</b>	<b>290,371</b>	<b>2,498,388</b>

1. Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from foreign countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

2. Other Countries comprise: Alaska 8,894, Argentina 24, Australia 5, Bahamas 13, Belgium 2, Bermuda 20, Brazil 6, British Guiana 1, British West Indies 6, Bolivia 2, Chile 7, Colombia 4, Costa Rica 3, Cuba 81, Dominican Republic 3, Denmark 3, England 106, France 35, Germany 76, Guatemala 7, Guam 17, Haiti 6, Hawaiian Islands 780, Hong Kong 1, Honduras 1, Ireland 4, India 1, Italy 5, Jamaica 14, Japan 33, Java 3, Libya 1, Mexico 117, Netherlands 24, Netherlands Antilles 38, New Zealand 2, Nicaragua 2, North Ireland 2, Norway 1, Panama Canal Zone 170, Philippine Islands 2, Peru 1, Puerto Rico 2, St. Pierre & Miquelon 3, Scotland 1, South Africa 14, Sweden 3, Switzerland 5, Trinidad 3, Turkey 1, Uruguay 1, Venezuela 9, Wales 3, Yugoslavia 2.

**TABLE 4. Number of Non-Resident Automobiles Which Entered Canada on Customs Permits<sup>1</sup> Through Provinces Indicated, and Which Departed in 1955 After Remaining Three Days or Over, Classified by U.S. Federal States or Countries of Registration**

State	Nfld. <sup>2</sup> P.E.I. N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C. and Y.T.	Total	Long term visits as % of long and short term visits
Alabama .....	8	129	217	683	48	23	100	161	1,369	33
Arizona .....	3	24	77	430	39	33	235	511	1,352	48
Arkansas .....	3	28	71	301	37	18	70	90	618	35
California .....	60	549	1,291	5,756	852	686	3,969	27,716	40,879	61
Colorado .....	5	69	136	692	134	186	869	1,056	3,147	53
Connecticut .....	32	5,034	14,549	5,794	37	16	130	168	25,760	55
Delaware .....	4	173	508	788	8	3	32	40	1,556	52
Dist. of Col. ....	7	263	859	1,437	20	4	50	70	2,710	64
Florida .....	20	914	2,148	5,643	148	58	364	551	9,846	54
Georgia .....	17	184	405	1,068	60	7	125	209	2,075	42
Idaho .....	4	32	50	187	53	51	732	3,243	4,352	51
Illinois .....	41	661	2,032	33,367	1,564	495	1,952	1,320	41,432	53
Indiana .....	7	353	691	14,790	247	131	442	449	17,110	50
Iowa .....	3	112	287	7,887	1,004	549	731	502	11,075	62
Kansas .....	7	114	192	2,023	450	232	581	552	4,151	48
Kentucky .....	4	95	188	2,268	39	17	85	100	2,796	44
Louisiana .....	13	116	242	660	50	17	185	200	1,483	43
Maine .....	25	17,594	11,521	904	16	5	34	48	30,147	26
Maryland .....	9	840	2,107	4,613	30	21	142	150	7,912	57
Massachusetts .....	94	22,997	33,987	9,145	70	31	211	242	66,777	62
Michigan .....	134	1,157	2,424	126,280	1,087	431	1,272	1,019	133,804	27
Minnesota .....	23	152	449	14,995	6,263	1,331	1,648	887	25,748	49
Mississippi .....	3	64	92	341	23	13	73	101	710	41
Missouri .....	9	164	469	4,161	404	140	544	473	6,364	49
Montana .....	11	22	38	226	208	2,228	5,589	1,471	9,793	50
Nebraska .....	10	53	119	1,726	681	342	472	378	3,781	58
Nevada .....	1	15	16	112	19	12	87	385	647	58
New Hampshire .....	14	1,954	11,268	900	12	8	39	41	14,236	47
New Jersey .....	46	4,037	14,194	17,989	96	34	388	367	37,151	59
New Mexico .....	2	43	54	231	34	24	185	218	791	46
New York .....	98	8,257	52,499	147,946	245	120	883	910	210,958	39
North Carolina .....	3	228	585	1,628	29	22	110	175	2,780	48
North Dakota .....	1	10	48	826	6,349	2,853	482	230	10,799	43
Ohio .....	13	1,394	3,396	89,178	328	142	869	772	96,092	63
Oklahoma .....	6	66	131	1,080	172	143	372	340	2,310	48
Oregon .....	1	72	105	519	148	201	740	16,958	18,744	67
Pennsylvania .....	11	3,070	9,140	56,178	140	68	581	590	69,778	57
Rhode Island .....	3	1,543	6,346	1,379	9	3	40	38	9,361	60
South Carolina .....	5	95	237	512	18	5	68	85	1,025	38
South Dakota .....	—	17	36	699	653	457	321	171	2,354	61
Tennessee .....	6	175	247	1,132	55	18	144	166	1,943	32
Texas .....	22	388	658	2,461	303	224	1,266	1,421	6,743	43
Utah .....	1	18	31	231	28	29	1,017	787	2,142	49
Vermont .....	—	462	10,659	918	9	—	14	37	12,099	14
Virginia .....	15	582	1,533	3,544	52	32	148	215	6,121	52
Washington .....	2	66	144	738	218	354	1,440	73,428	76,390	42
West Virginia .....	1	64	197	2,860	5	4	27	33	3,191	55
Wisconsin .....	3	189	568	13,815	887	406	890	531	17,289	53
Wyoming .....	—	9	20	101	49	102	422	239	942	59
<b>Total U.S. ....</b>	<b>810</b>	<b>74,647</b>	<b>187,261</b>	<b>591,142</b>	<b>23,430</b>	<b>12,329</b>	<b>31,170</b>	<b>139,844</b>	<b>1,060,633</b>	<b>43</b>
<b>Other Countries<sup>3</sup> .....</b>	<b>6</b>	<b>37</b>	<b>197</b>	<b>466</b>	<b>59</b>	<b>47</b>	<b>809</b>	<b>6,689</b>	<b>8,301</b>	<b>79</b>
<b>Grand Total .....</b>	<b>816</b>	<b>74,684</b>	<b>187,458</b>	<b>591,608</b>	<b>23,489</b>	<b>12,376</b>	<b>31,970</b>	<b>146,533</b>	<b>1,068,934</b>	<b>43</b>
Long term visits as % of long and short term visits .....	97	45	47	39	51	66	70	50	43	—

1. Exclusive of commuters, summer residents and locals.

2. Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from foreign countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

3. Other countries comprise: Alaska 7,335, Argentina 23, Australia 3, Bahamas 13, Belgium 1, Bermuda 16, Brazil 5, British Guiana 1, British West Indies 6, Bolivia 2, Chile 7, Colombia 4, Costa Rica 2, Cuba 53, Dominican Republic 3, Denmark 2, England 75, France 25, Germany 44, Guatemala 7, Guam 5, Haiti 5, Hawaiian Islands 388, Hong Kong 1, Honduras 1, Ireland 3, India 1, Italy 3, Jamaica 10, Japan 20, Java 2, Libya 1, Mexico 101, Netherlands 22, Netherlands Antilles 21, New Zealand 2, Nicaragua 2, North Ireland 1, Norway 1, Panama Canal Zone 51, Philippine Islands 2, Peru 1, Puerto Rico 1, St. Pierre and Miquelon 1, Scotland 1, South Africa 4, Sweden 3, Switzerland 5, Trinidad 2, Uruguay 1, Venezuela 8, Wales 2, Yugoslavia 2.

**TABLE 5. Number of Non-Resident Automobiles Travelling in Canada on Customs Permits  
Which Departed in the Years 1951-1955  
Classified by U.S. Federal States of Registration**

State of origin	1951	1952	1953	1954	1955
<b>North Eastern:</b>					
Connecticut .....	40,149	42,079	47,727	46,860	47,196
Maine .....	113,102	113,076	114,984	111,796	114,649
Massachusetts .....	104,088	100,716	106,936	104,806	107,760
New Hampshire .....	25,511	25,813	28,774	28,865	30,150
New Jersey .....	55,288	55,539	62,232	60,342	62,828
New York .....	465,754	472,686	517,471	517,998	543,086
Pennsylvania .....	120,528	119,745	134,280	121,739	122,597
Rhode Island .....	14,991	14,970	16,482	15,136	15,637
Vermont .....	88,160	87,168	95,715	89,502	88,832
	1,027,571	1,031,792	1,124,601	1,097,044	1,132,735
<b>% of Total .....</b>	<b>46.7</b>	<b>45.8</b>	<b>45.4</b>	<b>45.2</b>	<b>45.3</b>
<b>Great Lakes:</b>					
Illinois .....	69,979	73,532	80,240	78,549	77,559
Indiana .....	31,530	32,097	36,536	34,443	34,376
Michigan .....	427,731	428,668	481,916	477,874	494,204
Ohio .....	143,042	145,038	158,806	150,088	153,239
Wisconsin .....	27,714	28,856	31,638	31,058	32,377
	699,996	708,191	789,136	772,012	791,755
<b>% of Total .....</b>	<b>31.8</b>	<b>31.4</b>	<b>31.9</b>	<b>31.8</b>	<b>31.7</b>
<b>North Western:</b>					
Minnesota .....	34,708	38,420	43,600	49,658	52,711
Montana .....	15,017	16,589	17,981	19,100	19,486
North Dakota .....	23,307	24,559	25,109	25,944	25,149
	73,032	79,568	86,690	94,702	97,346
<b>% of Total .....</b>	<b>3.3</b>	<b>3.5</b>	<b>3.5</b>	<b>3.9</b>	<b>3.9</b>
<b>West Coast:</b>					
California .....	59,535	64,342	71,620	69,434	67,470
Oregon .....	25,416	26,238	26,980	26,295	28,153
Washington .....	162,734	166,452	177,540	174,734	180,005
	247,685	257,032	276,140	270,463	275,628
<b>% of Total .....</b>	<b>11.3</b>	<b>11.4</b>	<b>11.2</b>	<b>11.2</b>	<b>11.0</b>
<b>Other:</b>					
	151,838	177,346	198,775	192,619	200,924
<b>% of Total .....</b>	<b>6.9</b>	<b>7.9</b>	<b>8.0</b>	<b>7.9</b>	<b>8.0</b>
<b>Total .....</b>	<b>2,200,122</b>	<b>2,253,929</b>	<b>2,475,342</b>	<b>2,426,840</b>	<b>2,498,388</b>

**TABLE 6. Average Expenditure Per Car Declared by Non-Resident Permit-Holding Motorists<sup>1</sup>  
by U.S. Federal States of Registration, 1951-1955**

State of registration	Average declared expenditure per car				
	1951	1952	1953	1954	1955
<b>North Eastern:</b>					
Connecticut .....	78.76	67.63	71.32	67.74	68.86
Maine .....	22.08	20.90	22.08	23.21	24.85
Massachusetts .....	85.03	79.45	83.06	80.90	81.34
New Hampshire .....	51.27	46.66	47.93	43.83	44.07
New Jersey .....	89.52	81.50	93.91	91.22	91.08
New York .....	58.11	51.83	53.34	51.76	52.62
Pennsylvania .....	82.09	74.78	78.08	77.84	78.49
Rhode Island .....	78.73	69.70	76.35	67.63	70.91
Vermont .....	15.16	14.14	14.12	13.75	15.45
<b>Great Lakes:</b>					
Illinois .....	89.48	83.56	79.67	69.32	84.76
Indiana .....	68.62	64.80	67.02	61.65	70.39
Michigan .....	33.82	30.49	30.32	30.87	28.44
Ohio .....	88.93	79.65	78.80	79.40	80.45
Wisconsin .....	81.06	76.88	79.25	67.57	77.41
<b>North Western:</b>					
Minnesota .....	72.82	66.56	66.65	59.07	64.78
Montana .....	70.74	59.27	64.95	61.20	60.84
North Dakota .....	51.48	45.50	47.65	42.54	42.81
<b>West Coast:</b>					
California .....	110.28	99.47	102.41	103.41	107.47
Oregon .....	103.32	92.74	99.82	97.22	95.56
Washington .....	53.55	50.18	53.76	52.93	51.87
<b>Other .....</b>	<b>92.42</b>	<b>86.84</b>	<b>87.34</b>	<b>85.45</b>	<b>89.36</b>

1. Including commuters, summer residents and locals.

**TABLE 7. Average Declared Expenditure Per Car, Total Expenditures in Canada of Non-Resident Permit-Holding Motorists<sup>1</sup> Who Departed in 1955, Average Length of Visit and Average Expenditure Per Car Per Day**

State of origin	Entries on customs permits as % of automobile registrations	Average expenditure per car	Total expenditures	Average length of visit	Average expenditure per car per day
	%	\$	\$	(days)	\$
Alabama .....	0.5	68.53	285,496	8.43	8.13
Arizona .....	0.9	87.52	245,287	8.99	9.73
Arkansas .....	0.4	61.94	110,811	6.65	9.31
California .....	1.3	107.47	7,251,001	8.07	13.32
Colorado .....	1.0	85.18	504,521	6.82	12.49
Connecticut .....	5.8	68.86	3,249,917	5.37	12.83
Delaware .....	2.5	84.30	251,551	5.78	14.59
Dist. of Columbia .....	2.5	103.77	442,475	8.42	12.32
Florida .....	1.3	104.88	1,905,460	14.34	7.32
Georgia .....	0.5	69.05	343,938	9.99	6.91
Idaho .....	3.5	69.02	588,188	7.78	8.87
Illinois .....	2.7	84.76	6,573,901	5.95	14.23
Indiana .....	2.4	70.39	2,419,727	5.30	13.29
Iowa .....	1.8	101.51	1,307,792	6.02	16.86
Kansas .....	1.1	87.66	751,159	7.37	11.90
Kentucky .....	0.8	71.88	456,222	6.07	11.84
Louisiana .....	0.5	98.20	340,459	11.00	8.92
Maine .....	45.6	24.85	2,849,028	6.30	3.94
Maryland .....	1.7	90.27	1,257,281	6.42	14.06
Massachusetts .....	8.0	81.34	8,765,198	6.30	12.92
Michigan .....	18.1	28.44	14,055,162	4.48	6.35
Minnesota .....	4.7	64.78	3,414,619	5.68	11.41
Mississippi .....	0.4	76.23	132,411	8.53	8.94
Missouri .....	1.1	90.79	1,181,269	6.81	13.34
Montana .....	8.5	60.84	1,185,528	6.27	9.70
Nebraska .....	1.3	106.60	699,616	6.97	15.30
Nevada .....	1.2	114.15	127,962	9.01	12.67
New Hampshire .....	17.5	44.07	1,328,711	4.16	10.59
New Jersey .....	3.5	91.08	5,722,374	5.77	15.78
New Mexico .....	0.7	73.79	126,697	8.18	9.02
New York .....	13.2	52.62	28,577,185	7.60	6.93
North Carolina .....	0.5	73.78	426,153	8.42	8.77
North Dakota .....	12.0	42.81	1,076,629	5.86	7.31
Ohio .....	5.0	80.45	12,328,077	6.37	12.64
Oklahoma .....	0.6	108.03	518,544	9.38	11.52
Oregon .....	3.9	95.56	2,690,301	6.18	15.46
Pennsylvania .....	3.8	78.49	9,622,639	5.46	14.38
Rhode Island .....	5.8	70.91	1,108,820	5.90	12.03
South Carolina .....	0.4	72.98	195,076	7.51	9.72
South Dakota .....	1.6	94.70	366,678	6.28	15.07
Tennessee .....	0.7	54.59	329,069	5.90	9.26
Texas .....	0.5	83.73	1,313,306	8.62	9.72
Utah .....	1.6	71.63	313,095	5.71	12.55
Vermont .....	73.9	15.45	1,372,454	3.87	3.99
Virginia .....	1.2	76.41	908,132	8.15	9.37
Washington .....	19.4	51.87	9,336,859	4.04	12.83
West Virginia .....	1.4	74.81	433,000	5.94	12.59
Wisconsin .....	2.9	77.41	2,506,304	5.01	15.45
Wyoming .....	1.4	107.75	173,262	9.57	11.26

1. Including commuters, summer residents and locals.

**TABLE 8. Number of Canadian Automobiles Returning to Canada in 1955, Classified by Length of Visit, by Province of Re-Entry into Canada**

Day's stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	B.C. and Y.T.
1 .....	1, 229, 420	910, 923	2, 194, 643	141, 481	64, 510	57, 191	530, 926
2 .....	42, 571	94, 235	108, 652	14, 402	4, 617	10, 974	39, 336
3 .....	14, 718	59, 810	110, 650	19, 750	9, 933	16, 737	42, 711
4 .....	10, 593	33, 738	59, 919	9, 261	4, 097	9, 499	22, 344
5 .....	4, 622	16, 817	24, 524	4, 441	2, 350	4, 023	12, 142
6 .....	5, 273	16, 228	13, 326	2, 246	1, 273	3, 588	5, 999
7 .....	8, 392	42, 835	48, 640	4, 866	2, 381	5, 234	15, 656
8 .....	1, 726	3, 712	6, 798	802	793	1, 153	3, 228
9 .....	858	1, 769	3, 301	590	526	1, 247	6, 828
10 .....	1, 870	6, 136	12, 107	1, 686	753	2, 588	6, 197
11 .....	327	871	2, 524	466	388	826	1, 231
12 .....	1, 143	1, 575	2, 856	488	603	1, 017	2, 670
13 .....	78	486	907	180	188	402	1, 058
14 .....	1, 740	11, 783	27, 382	3, 148	1, 255	2, 892	15, 237
15 .....	384	2, 187	900	199	109	470	715
16 .....	542	444	1, 041	206	110	257	969
17 .....	251	317	978	106	131	183	592
18 .....	415	471	1, 388	201	154	318	922
19 .....	97	181	260	89	87	106	374
20 .....	190	318	722	189	90	189	566
21 .....	610	5, 360	14, 238	1, 260	511	710	5, 101
22 .....	—	52	279	26	60	67	172
23 .....	—	79	126	27	28	18	127
24 .....	81	71	217	58	80	8	255
25 .....	27	163	509	90	16	79	121
26 .....	26	69	76	41	14	74	79
27 .....	20	13	59	41	7	2	61
28 .....	25	526	1, 994	202	79	79	388
29 .....	55	16	2	—	1	5	5
30- 39 .....	522	3, 814	8, 049	729	277	1, 199	2, 709
40- 49 .....	212	1, 063	3, 343	264	111	343	874
50- 59 .....	1	186	289	2	20	2	79
60- 69 .....	212	1, 919	3, 323	378	174	425	1, 052
70- 79 .....	22	242	888	39	40	83	145
80- 89 .....	—	3	4	—	2	—	12
90- 99 .....	100	790	2, 699	323	91	98	661
100-119 .....	—	85	263	2	35	31	108
120-139 .....	65	612	1, 671	244	244	235	366
140-169 .....	77	472	1, 819	155	216	138	434
170-199 .....	80	298	1, 886	150	154	150	374
200-over .....	—	86	501	48	37	84	144
<b>Totals .....</b>	<b>1, 327, 345</b>	<b>1, 220, 755</b>	<b>2, 663, 753</b>	<b>208, 876</b>	<b>96, 550</b>	<b>122, 724</b>	<b>722, 968</b>

TABLE 9. Number and Expenditures of Canadian Automobiles Returning to Canada in 1955, Classified by Length of Visit

Day's stay	Number of cars	% of total cars	Average expenditure per car	Estimated expenditures	% of total expenditures	Number of car days	Average expenditure per car per day
			\$	\$			\$
1.....	5,129,094	80.61	4.63	23,742,033	11.46	5,129,094	4.63
2.....	314,787	4.95	36.33	11,437,055	5.52	629,574	18.17
3.....	274,309	4.31	107.28	29,429,051	14.20	822,927	35.76
4.....	149,451	2.35	124.24	18,567,838	8.96	597,804	31.06
5.....	62,919	1.08	140.89	9,709,877	4.69	344,595	28.17
6.....	47,933	0.75	140.11	6,715,859	3.24	287,598	23.35
7.....	128,004	2.01	147.00	18,816,848	9.08	896,028	21.00
8.....	18,212	0.29	200.60	3,653,353	1.76	145,696	25.06
9.....	15,119	0.24	183.15	2,769,083	1.34	136,071	20.35
10.....	31,337	0.49	215.24	6,744,831	3.25	313,370	21.52
11.....	6,633	0.10	227.03	1,505,913	0.73	72,963	20.64
12.....	10,357	0.16	229.21	2,373,979	1.15	124,284	19.10
13.....	3,299	0.05	259.29	855,414	0.41	42,887	19.95
14.....	63,437	1.00	260.18	16,504,920	7.96	888,118	18.58
15.....	4,964	0.08	306.07	1,519,354	0.73	74,460	20.40
16.....	3,569	0.06	317.60	1,133,528	0.55	57,104	19.85
17.....	2,558	0.04	335.59	858,446	0.41	43,486	19.74
18.....	3,869	0.06	338.09	1,308,080	0.63	69,642	18.78
19.....	1,194	0.02	372.81	445,133	0.21	22,686	19.62
20.....	2,264	0.04	375.71	850,606	0.41	45,280	18.79
21.....	27,790	0.44	373.79	10,387,575	5.01	583,590	17.80
22.....	656	0.01	393.37	258,051	0.12	14,432	17.88
23.....	405	0.01	789.52	319,755	0.15	9,315	34.32
24.....	770	0.01	308.96	237,903	0.11	18,480	12.87
25.....	1,005	0.02	493.19	495,656	0.24	25,125	19.73
26.....	379	0.01	572.26	216,886	0.10	9,854	22.01
27.....	203	—	387.01	78,564	0.04	5,481	14.33
28.....	3,293	0.05	455.11	1,498,688	0.72	92,204	16.25
29.....	84	—	456.46	38,343	0.02	2,436	15.74
30- 39.....	17,299	0.27	481.04	8,321,519	4.02	540,882	15.39
40- 49.....	6,210	0.10	563.70	3,500,576	1.69	273,025	12.82
50- 59.....	579	0.01	423.39	245,145	0.12	31,667	7.74
60- 69.....	7,483	0.12	644.66	4,824,012	2.33	450,715	10.70
70- 79.....	1,459	0.02	793.88	1,158,265	0.56	109,183	10.61
80- 89.....	21	—	572.29	12,018	0.01	1,729	6.95
90- 99.....	4,762	0.07	853.66	4,065,110	1.96	431,282	9.43
100-119.....	524	0.01	760.63	398,568	0.19	55,540	7.18
120-139.....	3,437	0.05	977.54	3,359,796	1.62	418,218	8.03
140-169.....	3,311	0.05	1,112.56	3,683,688	1.78	499,643	7.37
170-199.....	3,092	0.05	1,284.37	3,971,284	1.92	553,261	7.18
200-over.....	900	0.01	1,372.41	1,235,168	0.60	233,394	5.29
<b>Totals.....</b>	<b>6,362,971</b>	<b>100.00</b>	<b>32.57</b>	<b>207,247,771</b>	<b>100.00</b>	<b>15,103,123</b>	<b>13.72</b>
Average length of stay.....						per car 2.37	

**TABLE 9A. Number of and Average Expenditure Per Day by Canadian Motorists  
Returning to Canada in 1955, Classified by Length of Visit**

Day's stay	Average persons per car	Number of persons	Number of person-days	Average expenditure per person per day
				\$
1.....	2.67	13,697,297	13,697,297	1.73
2.....	2.94	926,752	1,853,504	6.17
3.....	3.00	823,792	2,471,376	11.91
4.....	2.98	444,896	1,779,584	10.43
5.....	3.02	207,932	1,039,660	9.34
6.....	3.15	150,786	904,716	7.42
7.....	3.01	385,801	2,700,607	6.97
8.....	2.95	53,733	429,864	8.50
9.....	2.88	43,554	391,986	7.06
10.....	2.85	89,281	892,810	7.55
11.....	2.85	18,903	207,933	7.24
12.....	2.87	29,677	356,124	6.67
13.....	2.83	9,321	121,173	7.06
14.....	2.95	187,389	2,623,446	6.29
15.....	3.15	15,640	234,600	6.48
16.....	2.97	10,586	169,376	6.69
17.....	2.71	6,933	117,861	7.28
18.....	2.84	10,983	197,694	6.62
19.....	2.76	3,294	62,586	7.11
20.....	2.76	6,259	125,180	6.80
21.....	2.86	79,400	1,667,400	6.23
22.....	3.27	2,145	47,190	5.47
23.....	2.64	1,070	24,610	12.99
24.....	2.56	1,973	47,352	5.02
25.....	3.05	3,065	76,625	6.47
26.....	2.02	765	19,890	10.90
27.....	2.58	523	14,121	5.56
28.....	2.82	9,279	259,812	5.77
29.....	3.29	276	8,004	4.79
30- 39.....	2.70	46,658	1,458,996	5.70
40- 49.....	2.58	16,016	704,224	4.97
50- 59.....	2.92	1,693	92,590	2.65
60- 69.....	2.69	20,143	1,213,213	3.98
70- 79.....	2.52	3,672	274,776	4.22
80- 89.....	3.05	64	5,269	2.28
90- 99.....	2.54	12,090	1,094,991	3.71
100-119.....	2.23	1,171	124,114	3.21
120-139.....	2.31	7,946	966,869	3.47
140-169.....	2.38	7,870	1,187,583	3.10
170-199.....	2.12	6,560	1,173,781	3.38
200-over.....	2.42	2,179	565,080	2.19
<b>Totals.....</b>	<b>2.73</b>	<b>17,347,367</b>	<b>41,403,867</b>	<b>5.13</b>
Average length of stay.....			per person 2.39	

**TABLE 10. State of Destination Reported by Canadians, Special Survey, 1955**  
Percentage of Persons Reporting

State of Destination	Calendar Year	First Quarter	Second Quarter	Third Quarter	Fourth Quarter
	%	%	%	%	%
New York .....	27.91	26.42	30.44	25.20	31.83
Washington.....	11.26	7.86	9.22	13.00	12.39
Florida .....	9.50	24.44	15.85	3.01	4.86
Michigan.....	8.85	7.48	7.46	9.62	9.74
Massachusetts.....	5.26	4.31	4.48	6.20	4.89
California.....	5.17	7.46	4.73	4.53	5.18
Maine .....	3.61	1.14	1.81	5.91	2.68
Minnesota.....	3.03	1.58	1.81	3.89	3.62
Ohio .....	2.88	2.31	2.48	3.37	2.72
Illinois .....	2.48	2.25	2.84	2.38	2.51
New Jersey .....	2.41	1.02	2.06	3.45	1.74
Oregon .....	2.01	1.24	1.20	2.78	1.89
Pennsylvania.....	1.84	1.85	1.81	1.83	1.90
Vermont .....	1.76	0.95	1.12	2.31	1.93
North Dakota .....	1.65	0.71	1.85	1.73	2.01
New Hampshire .....	1.04	0.44	0.46	1.73	0.70
Dist. of Columbia .....	0.93	0.65	1.23	0.83	1.01
Montana .....	0.86	0.51	0.56	1.10	0.93
Connecticut .....	0.82	0.73	0.82	0.83	0.89
Virginia .....	0.78	0.47	1.17	0.67	0.83
Idaho.....	0.52	0.18	0.37	0.81	0.36
Rhode Island .....	0.52	0.44	0.55	0.59	0.43
Indiana .....	0.50	0.36	0.65	0.49	0.48
Texas .....	0.38	0.83	0.48	0.18	0.32
Wisconsin.....	0.38	0.38	0.17	0.49	0.38
Arizona.....	0.37	0.73	0.78	0.09	0.25
Louisiana .....	0.30	0.82	0.30	0.09	0.32
Missouri .....	0.30	0.32	0.29	0.33	0.22
Maryland.....	0.23	0.23	0.26	0.21	0.22
North Carolina.....	0.22	0.16	0.35	0.18	0.20
Kentucky .....	0.21	0.11	0.23	0.19	0.29
South Carolina.....	0.21	0.13	0.53	0.09	0.16
Colorado.....	0.20	0.09	0.15	0.25	0.25
Tennessee .....	0.17	0.11	0.17	0.18	0.20
West Virginia.....	0.16	0.06	0.23	0.18	0.14
Wyoming .....	0.16	0.03	0.05	0.29	0.09
Iowa .....	0.14	0.18	0.09	0.12	0.20
Alaska .....	0.13	0.05	0.11	0.15	0.19
Georgia .....	0.12	0.21	0.15	0.08	0.11
Utah .....	0.11	0.04	0.03	0.13	0.19
Kansas .....	0.10	0.09	0.11	0.07	0.19
South Dakota .....	0.10	0.06	0.11	0.15	0.03
Nevada .....	0.09	0.11	0.08	0.08	0.11
Oklahoma .....	0.09	0.13	0.08	0.06	0.15
Nebraska .....	0.07	0.05	0.04	0.07	0.10
Alabama .....	0.04	0.04	0.04	0.03	0.05
Delaware .....	0.04	0.07	0.05	0.02	0.06
Arkansas .....	0.03	0.03	0.06	0.01	0.02
Mississippi .....	0.03	0.11	0.05	—	0.02
New Mexico .....	0.03	0.03	0.04	0.02	0.02



TABLE 12. Balance of Payments on Travel Account Between Canada and Other Countries, 1926-1955

(Net Credits + Net Debits-)

Year	Account with United States			Account with overseas countries <sup>1</sup>			Account with all countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
					(\$ Million)				
1926 .....	140	70	+ 70	12	29	- 17	152	99	+ 53
1927 .....	148	72	+ 76	15	28	- 13	163	100	+ 63
1928 .....	163	72	+ 91	14	26	- 12	177	98	+ 79
1929 .....	184	81	+103	14	27	- 13	198	108	+ 90
1930 .....	167	67	+100	13	25	- 12	180	92	+ 88
1931 .....	141	52	+ 89	12	19	- 7	153	71	+ 82
1932 .....	103	30	+ 73	11	19	- 8	114	49	+ 65
1933 .....	81	30	+ 51	8	14	- 6	89	44	+ 45
1934 .....	96	36	+ 60	10	14	- 4	106	50	+ 56
1935 .....	107	48	+ 59	10	16	- 6	117	64	+ 53
1936 .....	129	54	+ 75	13	21	- 8	142	75	+ 67
1937 .....	149	65	+ 84	17	22	- 5	166	87	+ 79
1938 .....	134	66	+ 68	15	20	- 5	149	86	+ 63
1939 .....	137	67	+ 70	12	14	- 2	149	81	+ 68
1940 .....	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941 .....	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942 .....	79	24	+ 55	3	3	—	82	27	+ 55
1943 .....	87	34	+ 53	2	3	- 1	89	37	+ 52
1944 .....	117	57	+ 60	3	3	—	120	60	+ 60
1945 .....	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946 .....	216	130	+ 86	6	6	—	222	136	+ 86
1947 .....	241	152	+ 89	10	15	- 5	251	167	+ 84
1948 .....	267	113	+154	13	22	- 9	280	135	+145
1949 .....	267	165	+102	18	28	- 10	285	193	+ 92
1950 .....	260	193	+ 67	15	33	- 18	275	226	+ 49
1951 .....	258	246	+ 12	16	34	- 18	274	280	- 6
1952 .....	257	294	- 37	18	47	- 29	275	341	- 66
1953 .....	282	307	- 25	20	58	- 38	302	365	- 63
1954 .....	283	320	- 37	22	69	- 47	305	389	- 84
1955 <sup>2</sup> .....	303	363	- 60	25	86	- 61	328	449	- 121

1. Prior to confederation with Canada in 1949 Newfoundland was classed as an overseas country.

2. Subject to revision.

**TABLE 13. Number of Foreign Automobiles and Other Vehicles Entering Canada,  
by Province of Entry, 1951-1955**

Entering by ports in	1951	1952	1953	1954	1955
<b>Non-permit class - Local traffic<sup>1</sup></b>					
Atlantic Provinces.....	890, 596	967, 478	1, 009, 549	1, 014, 429	1, 169, 151
Quebec .....	287, 626	289, 369	348, 679	315, 117	482, 534
Ontario .....	3, 670, 008	3, 806, 941	4, 127, 205	3, 616, 109	3, 758, 160
Manitoba.....	65, 060	71, 783	71, 334	66, 571	72, 591
Saskatchewan.....	21, 390	25, 655	25, 493	23, 789	31, 956
Alberta .....	17, 029	19, 847	23, 254	24, 912	39, 788
British Columbia.....	105, 542 <sup>2</sup>	109, 917	122, 165	120, 510	128, 583
Yukon .....	992	2, 263	1, 520	1, 536	626
<b>Canada<sup>2</sup> .....</b>	<b>5, 058, 243</b>	<b>5, 293, 253</b>	<b>5, 729, 199</b>	<b>5, 182, 973</b>	<b>5, 683, 389</b>
<b>Travellers' vehicle permits<sup>1</sup></b>					
Atlantic Provinces .....	151, 219	152, 421	161, 286	163, 034	166, 664
Quebec .....	384, 156	393, 507	413, 016	396, 783	405, 784
Ontario .....	1, 343, 083	1, 362, 363	1, 534, 135	1, 492, 378	1, 549, 942
Manitoba.....	35, 480	38, 040	39, 971	46, 499	46, 723
Saskatchewan .....	16, 786	19, 288	21, 155	20, 863	18, 910
Alberta .....	37, 454	42, 743	44, 450	44, 894	45, 745
British Columbia.....	247, 801	262, 550	283, 846	278, 376	283, 469
Yukon .....	3, 622	7, 253	8, 255	8, 017	7, 756
<b>Canada<sup>3</sup> .....</b>	<b>2, 219, 601</b>	<b>2, 278, 165</b>	<b>2, 506, 114</b>	<b>2, 450, 844</b>	<b>2, 524, 993</b>
<b>Commercial vehicles</b>					
Atlantic Provinces .....	84, 394	89, 951	83, 707	77, 259	94, 989
Quebec .....	45, 307	43, 110	59, 019	64, 008	86, 979
Ontario .....	108, 366	138, 571	190, 197	115, 928	133, 779
Manitoba.....	6, 990	6, 801	7, 218	10, 478	12, 717
Saskatchewan.....	4, 769	5, 658	7, 927	7, 464	6, 541
Alberta .....	3, 924	3, 988	6, 013	4, 570	7, 989
British Columbia.....	14, 707	14, 606	17, 232	22, 645	22, 234
Yukon .....	333	1, 051	1, 176	1, 019	315
<b>Canada .....</b>	<b>268, 790</b>	<b>303, 736</b>	<b>372, 489</b>	<b>303, 371</b>	<b>365, 543</b>

1. "Non-Permit Class" and Travellers' Vehicle Permits are defined on page 55.

2. Includes 4,867 motorcycles, 32,455 bicycles and 136,381 taxis in 1955.

3. Includes 1,329 motorcycles, 1,890 bicycles and 3,632 other vehicles in 1955.

**TABLE 14. Number of Foreign Automobiles and Other Vehicles Entering Canada, by Month of Entry, 1951-1955**

Month	1951	1952	1953	1954	1955
<b>Non-permit class—Local traffic<sup>1</sup></b>					
January.....	264,544	265,842	298,313	310,994	270,122
February.....	231,951	269,327	286,351	292,040	242,686
March.....	296,211	313,361	342,090	315,682	269,088
April.....	336,229	351,242	377,232	330,137	385,694
May.....	433,970	442,886	482,461	446,968	501,979
June.....	539,502	558,429	579,338	526,387	584,817
July.....	745,704	806,530	819,809	799,426	921,522
August.....	718,260	733,555	806,771	720,499	798,819
September.....	490,436	462,597	561,904	471,970	545,478
October.....	393,898	400,192	448,066	375,033	459,144
November.....	310,452	356,539	373,782	308,980	352,799
December.....	297,086	332,753	353,082	284,857	351,241
<b>Total<sup>2</sup>.....</b>	<b>5,058,243</b>	<b>5,293,253</b>	<b>5,729,199</b>	<b>5,182,973</b>	<b>5,683,389</b>
<b>Travellers' vehicle permits<sup>1</sup></b>					
January.....	40,941	38,113	47,422	48,736	57,451
February.....	38,935	52,439	57,448	59,617	52,332
March.....	62,718	62,515	71,587	67,218	67,071
April.....	86,360	96,379	106,709	107,022	118,786
May.....	148,286	179,463	183,509	194,685	200,671
June.....	290,453	289,088	297,616	275,154	289,577
July.....	489,058	501,019	544,420	562,223	582,036
August.....	503,956	534,262	546,185	515,149	515,078
September.....	281,212	232,580	305,212	289,904	309,446
October.....	147,558	140,607	169,530	162,213	167,563
November.....	76,040	88,016	99,192	96,945	91,190
December.....	54,084	63,684	77,284	71,978	73,792
<b>Total<sup>3</sup>.....</b>	<b>2,219,601</b>	<b>2,278,165</b>	<b>2,506,114</b>	<b>2,450,844</b>	<b>2,524,993</b>
<b>Commercial vehicles</b>					
January.....	20,213	22,594	30,773	28,677	29,614
February.....	19,153	22,037	30,667	28,309	28,612
March.....	21,607	22,614	31,568	32,494	29,730
April.....	21,201	21,922	29,455	21,185	26,682
May.....	24,746	25,126	31,436	22,652	29,597
June.....	25,777	24,442	33,342	24,224	30,768
July.....	23,764	25,482	32,635	23,994	29,356
August.....	24,010	27,677	32,513	22,815	31,614
September.....	24,207	27,760	31,404	23,148	30,004
October.....	22,607	28,806	29,936	24,178	30,214
November.....	21,381	26,424	27,448	24,589	31,869
December.....	20,124	28,852	31,312	27,106	37,483
<b>Total.....</b>	<b>268,790</b>	<b>303,736</b>	<b>372,489</b>	<b>303,371</b>	<b>365,543</b>

1. "Non-Permit Class" and Travellers' Vehicle Permits are defined on page 55.

2. Includes 4,867 motorcycles, 32,455 bicycles and 136,381 taxis in 1955.

3. Includes 1,329 motorcycles, 1,890 bicycles and 3,632 other vehicles in 1955.

TABLE 15. Number of Foreign Travellers Entering Canada from the United States, by Province of Entry, 1951-1955

Province of entry	1951	1952	1953	1954	1955
<b>(a) Rail<sup>1</sup></b>					
Atlantic Provinces .....	13,722	13,584	12,837	12,433	13,421
Quebec .....	160,180	158,982	143,159	135,830	130,393
Ontario .....	208,499	219,559	202,179	195,556	213,871
Manitoba .....	17,109	17,753	19,145	18,006	22,877
Saskatchewan .....	11,131	12,158	13,240	12,183	11,198
Alberta .....	1,251	1,107	1,593	1,611	1,571
British Columbia .....	70,421	57,913	50,834	48,121	47,241
Yukon .....	9,794	10,160	7,586	8,467	6,856
<b>Canada .....</b>	<b>492,107</b>	<b>491,216</b>	<b>450,573</b>	<b>432,207</b>	<b>447,428</b>
<b>(b) Boat</b>					
Atlantic Provinces .....	21,944	20,797	20,394	19,486	6,809
Quebec .....	3,157	4,541	3,803	3,304	4,773
Ontario .....	125,084	154,627	166,489	193,982	242,866
Manitoba .....	—	—	—	—	—
Saskatchewan .....	—	—	—	—	—
Alberta .....	—	—	—	—	—
British Columbia .....	108,211	122,835	134,717	130,102	115,147
Yukon .....	—	34	1	3	—
<b>Canada .....</b>	<b>258,396</b>	<b>302,834</b>	<b>325,404</b>	<b>346,877</b>	<b>369,595</b>
<b>(c) Bus<sup>2</sup></b>					
Atlantic Provinces .....	8,580	8,771	8,806	8,822	10,260
Quebec .....	37,465	41,540	41,961	41,997	47,153
Ontario .....	312,824	285,928	264,541	239,042	239,086
Manitoba .....	5,289	5,015	5,440	5,801	6,687
Saskatchewan .....	265	406	463	199	879
Alberta .....	2,665	2,898	3,161	3,060	3,265
British Columbia .....	39,861	29,998	27,561	36,218	32,404
Yukon .....	430	495	272	57	263
<b>Canada .....</b>	<b>407,379</b>	<b>375,051</b>	<b>352,205</b>	<b>335,196</b>	<b>339,997</b>
<b>(d) Aeroplane</b>					
Atlantic Provinces .....	9,284	8,939	9,663	10,861	13,164
Quebec .....	47,679	49,606	58,491	63,764	77,688
Ontario .....	59,556	69,018	84,428	94,831	118,268
Manitoba .....	6,062	6,393	8,761	10,959	11,909
Saskatchewan .....	683	846	1,285	1,278	1,465
Alberta .....	17,953	14,609	12,770	11,762	13,237
British Columbia .....	27,050	28,928	30,603	36,662	42,044
Yukon <sup>3</sup> .....	6,907	6,790	7,414	8,351	10,723
<b>Canada .....</b>	<b>175,174</b>	<b>185,129</b>	<b>213,415</b>	<b>238,468</b>	<b>288,498</b>

1. After deducting intransit passengers across Southern Ontario.

2. Exclusive of local bus traffic between border communities by including intransit traffic.

3. Yukon traffic is practically all intransit to and from Alaska.

TABLE 16. Number of Foreign Travellers Entering Canada from the United States, by Month of Entry, 1951-1955

Month	1951	1952	1953	1954	1955
<b>(a) Rail (Gross entries)</b>					
January .....	83,199	89,382	89,109	67,775	68,277
February .....	65,899	80,810	71,832	60,524	55,254
March .....	76,054	70,337	71,000	56,356	52,660
April .....	74,929	74,283	77,859	67,428	62,322
May .....	82,279	89,022	82,274	72,355	69,862
June .....	102,411	118,006	102,340	88,898	87,009
July .....	125,991	122,139	114,984	114,667	116,690
August .....	127,735	122,247	112,935	112,481	112,695
September .....	98,573	86,823	87,044	85,828	81,132
October .....	93,140	82,570	73,659	68,642	79,888
November .....	78,984	71,818	62,448	63,762	73,286
December .....	106,667	103,034	80,625	82,451	80,712
<b>Total .....</b>	<b>1,115,861</b>	<b>1,110,471</b>	<b>1,026,109</b>	<b>941,167</b>	<b>939,787</b>
<b>(b) Rail (Net entries)</b>					
January .....	30,093	33,243	31,147	27,908	26,417
February .....	29,877	33,918	29,675	27,476	25,124
March .....	27,565	28,074	27,445	24,748	22,776
April .....	25,754	30,008	29,052	27,534	26,672
May .....	35,254	42,190	32,781	31,519	31,353
June .....	51,973	53,444	50,177	43,571	46,301
July .....	65,107	65,635	61,627	62,719	65,841
August .....	72,662	66,999	59,695	59,654	61,430
September .....	43,648	37,780	40,399	39,854	36,127
October .....	36,194	33,926	31,780	29,200	38,187
November .....	29,834	26,839	23,674	24,910	34,674
December .....	44,146	39,160	33,121	33,114	32,526
<b>Total .....</b>	<b>492,107</b>	<b>491,216</b>	<b>450,573</b>	<b>432,207</b>	<b>447,428</b>
<b>(c) Boat</b>					
January .....	1,318	1,133	1,240	1,381	1,151
February .....	1,163	1,802	1,264	1,539	1,133
March .....	1,613	1,774	1,843	1,541	1,650
April .....	2,879	2,321	2,631	3,174	2,953
May .....	7,137	10,963	14,494	16,116	17,648
June .....	34,835	36,955	46,349	45,290	51,100
July .....	83,916	97,446	102,434	113,749	121,281
August .....	87,917	108,608	94,583	108,175	115,902
September .....	28,082	30,819	39,340	42,783	42,050
October .....	4,875	5,245	11,158	8,103	9,224
November .....	2,447	2,326	6,501	2,865	3,038
December .....	2,214	3,442	3,567	2,161	2,465
<b>Total .....</b>	<b>258,396</b>	<b>302,834</b>	<b>325,404</b>	<b>346,877</b>	<b>369,595</b>

TABLE 16. Number of Foreign Travellers Entering Canada from the United States, by Month of Entry, 1951-1955 - Concluded

Month	1951	1952	1953	1954	1955
(d) Bus <sup>1,2</sup>					
January .....	14,102	12,481	11,649	12,380	12,898
February .....	12,397	15,855	11,112	12,157	10,813
March .....	19,159	12,730	11,178	11,215	13,597
April .....	18,342	20,710	15,377	15,189	17,481
May .....	33,106	34,251	27,131	29,923	27,100
June .....	43,542	45,379	39,599	39,034	39,108
July .....	88,687	82,768	73,007	75,506	75,419
August .....	82,599	76,268	71,453	62,807	64,503
September .....	39,202	26,392	36,780	31,893	30,947
October .....	24,264	20,930	23,577	19,361	20,162
November .....	15,750	14,509	15,040	12,611	14,981
December .....	16,229	12,778	16,302	13,120	12,988
<b>Total</b> .....	<b>407,379</b>	<b>375,051</b>	<b>352,205</b>	<b>335,196</b>	<b>339,997</b>
(e) Aeroplane					
January .....	9,638	9,817	10,598	11,806	14,823
February .....	9,298	9,500	11,148	12,238	13,951
March .....	10,880	11,209	12,554	13,538	16,964
April .....	11,816	12,449	13,775	15,404	18,239
May .....	15,193	14,248	18,163	20,481	24,733
June .....	18,377	19,432	24,981	26,803	31,161
July .....	21,777	23,099	26,447	30,836	36,453
August .....	21,230	24,619	26,917	28,407	38,695
September .....	19,193	20,148	22,826	25,359	30,013
October .....	15,772	15,974	18,256	20,868	26,420
November .....	11,198	12,129	13,507	16,308	18,016
December .....	10,802	12,505	14,243	16,420	19,030
<b>Total</b> .....	<b>175,174</b>	<b>185,129</b>	<b>213,415</b>	<b>238,468</b>	<b>288,498</b>

1. Exclusive of local bus traffic between border communities.

2. Includes a small percentage of intransit passengers across Southern Ontario.

**TABLE 17. Number of Canadian Automobiles and Other Vehicles Travelling in the United States by Province of Re-Entry into Canada, 1951-1955**

Province of re-entry	1951	1952	1953	1954	1955
<b>Length of stay—24 hours or less</b>					
Atlantic Provinces.....	902,396	1,071,888	1,128,197	1,210,512	1,367,434
Quebec.....	457,655	589,205	704,508	688,549	952,817
Ontario.....	1,177,829	1,368,502	1,488,384	1,946,264	2,367,938
Manitoba .....	88,115	115,966	125,330	136,014	144,013
Saskatchewan .....	41,741	55,101	57,265	62,604	65,055
Alberta.....	25,868	28,146	28,036	29,399	58,247
British Columbia .....	351,087	465,460	513,797	503,077	534,473
Yukon.....	10	212	405	1,332	1,069
Canada <sup>1</sup> .....	<b>3,044,701</b>	<b>3,694,480</b>	<b>4,045,922</b>	<b>4,577,751</b>	<b>5,491,046</b>
<b>Length of stay—Over 24 hours</b>					
Atlantic Provinces.....	28,780	31,698	44,816	41,832	97,943
Quebec.....	109,660	141,396	160,510	156,955	310,199
Ontario.....	219,886	263,158	281,225	390,280	480,086
Manitoba .....	32,649	44,498	51,059	51,086	67,869
Saskatchewan .....	20,929	31,011	35,461	30,613	32,040
Alberta.....	19,451	32,260	34,529	32,961	65,534
British Columbia .....	107,313	141,238	153,443	149,618	186,150
Yukon .....	20	167	212	200	381
Canada <sup>1</sup> .....	<b>538,688</b>	<b>685,426</b>	<b>761,255</b>	<b>853,545</b>	<b>1,240,202</b>
<b>Commercial vehicles</b>					
Atlantic Provinces.....	83,786	91,690	93,575	89,703	124,443
Quebec.....	61,866	68,751	90,117	99,731	135,755
Ontario.....	118,984	136,040	112,547	164,208	223,384
Manitoba .....	12,424	16,975	20,222	25,646	25,081
Saskatchewan .....	10,396	13,731	14,702	13,819	10,217
Alberta.....	7,000	8,418	7,172	7,364	12,272
British Columbia .....	23,609	28,471	32,910	31,171	31,653
Yukon.....	15	95	121	152	289
Canada.....	<b>318,080</b>	<b>364,171</b>	<b>371,366</b>	<b>431,794</b>	<b>563,094</b>

1. Includes 12,711 motorcycles, 55,007 bicycles and 177,169 taxis in 1955.

**TABLE 18. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-Entry into Canada, 1951-1955**

Month	1951	1952	1953	1954	1955
<b>Length of stay — 24 hours or less</b>					
January .....	165,051	198,559	242,225	225,882	301,042
February .....	144,268	216,613	230,639	236,210	273,870
March .....	205,536	250,177	279,485	271,830	300,795
April .....	234,231	289,605	322,646	375,683	444,174
May .....	279,373	319,283	383,474	447,667	527,307
June .....	298,456	349,662	376,517	430,040	526,692
July .....	357,098	413,466	440,589	534,972	676,355
August .....	342,162	428,392	468,052	526,342	603,177
September .....	304,002	336,714	356,604	428,687	520,679
October .....	274,094	322,878	353,314	414,777	509,508
November .....	220,575	297,551	305,716	354,205	399,258
December .....	219,855	271,580	286,661	331,456	408,189
<b>Total</b> <sup>1</sup> .....	<b>3,044,701</b>	<b>3,694,480</b>	<b>4,045,922</b>	<b>4,577,751</b>	<b>5,491,046</b>
<b>Length of stay — Over 24 hours</b>					
January .....	12,559	13,971	20,340	20,454	29,901
February .....	11,482	18,489	20,652	21,826	28,139
March .....	28,403	26,052	31,751	30,760	35,197
April .....	28,482	50,195	57,771	68,875	91,539
May .....	34,450	46,560	56,357	70,665	103,763
June .....	43,915	61,189	60,903	66,326	95,473
July .....	97,772	112,876	122,580	139,502	229,098
August .....	103,721	134,654	148,325	154,530	212,498
September .....	70,493	81,390	89,395	97,042	146,566
October .....	54,173	69,816	76,062	80,968	129,708
November .....	30,119	40,635	43,146	54,067	73,940
December .....	23,119	29,599	33,973	48,530	64,380
<b>Total</b> <sup>1</sup> .....	<b>538,688</b>	<b>685,426</b>	<b>761,255</b>	<b>853,545</b>	<b>1,240,202</b>
<b>Commercial Vehicles</b>					
January .....	26,027	30,312	34,113	34,780	40,328
February .....	27,086	32,021	36,414	37,817	36,718
March .....	28,362	31,961	31,373	35,195	37,379
April .....	23,011	25,370	27,199	33,401	40,980
May .....	26,746	30,344	29,102	36,129	49,327
June .....	27,766	31,055	29,614	37,702	51,448
July .....	27,224	32,331	29,888	37,563	49,445
August .....	27,919	32,739	29,824	38,066	51,345
September .....	26,082	30,467	30,739	34,877	51,113
October .....	27,334	32,246	32,630	36,652	52,097
November .....	25,815	27,552	30,432	34,417	47,245
December .....	24,708	27,773	30,038	35,195	55,669
<b>Total</b> .....	<b>318,080</b>	<b>364,171</b>	<b>371,366</b>	<b>431,794</b>	<b>563,094</b>

1. Includes 12,711 motorcycles, 55,007 bicycles and 177,169 taxis in 1955.

**TABLE 19. Number of Canadians Returning from the United States by Province of Re-Entry into Canada, 1951-1955**

Province of re-entry	1951	1952	1953	1954	1955
<b>(a) Rail</b>					
Atlantic Provinces .....	15,459	16,038	15,558	14,014	13,407
Quebec .....	163,379	169,981	150,098	155,912	153,252
Ontario .....	237,064	245,330	238,923	218,789	216,000
Manitoba .....	22,124	25,094	23,897	24,905	22,533
Saskatchewan .....	5,971	6,217	6,141	5,467	4,888
Alberta .....	511	222	38	16	2
British Columbia .....	80,070	90,091	76,869	71,682	70,210
Yukon .....	1,526	1,600	999	1,239	792
<b>Canada .....</b>	<b>526,104</b>	<b>554,573</b>	<b>512,523</b>	<b>492,024</b>	<b>481,084</b>
<b>(b) Boat</b>					
Atlantic Provinces .....	37,161	48,000	56,798	42,191	34,140
Quebec .....	1,711	3,872	2,032	1,683	2,892
Ontario .....	9,474	19,380	39,522	39,934	45,047
Manitoba .....	—	—	—	—	—
Saskatchewan .....	—	—	—	—	—
Alberta .....	—	—	—	—	—
British Columbia .....	20,955	24,363	28,763	29,320	28,202
Yukon .....	6	41	29	—	4
<b>Canada .....</b>	<b>69,307</b>	<b>95,656</b>	<b>127,144</b>	<b>113,128</b>	<b>110,285</b>
<b>(c) Bus<sup>1</sup></b>					
Atlantic Provinces .....	17,702	18,815	17,840	16,453	13,971
Quebec .....	76,118	87,071	82,359	74,678	76,014
Ontario .....	391,689	364,492	333,135	304,653	263,159
Manitoba .....	20,257	23,186	21,823	21,729	25,323
Saskatchewan .....	933	756	580	596	878
Alberta .....	4,760	5,767	5,300	5,065	5,130
British Columbia .....	78,351	87,801	77,065	76,405	80,818
Yukon .....	42	110	120	35	60
<b>Canada .....</b>	<b>589,852</b>	<b>587,998</b>	<b>538,222</b>	<b>499,614</b>	<b>465,353</b>
<b>(d) Aeroplane</b>					
Atlantic Provinces .....	4,864	5,297	6,452	6,732	7,987
Quebec .....	41,516	49,468	60,560	66,104	78,140
Ontario .....	65,995	79,436	96,369	98,984	121,855
Manitoba .....	3,694	3,868	5,151	5,436	6,239
Saskatchewan .....	242	311	469	506	414
Alberta .....	3,381	5,138	5,903	5,188	5,482
British Columbia .....	19,244	21,493	24,721	28,851	33,189
Yukon .....	385	551	831	656	608
<b>Canada .....</b>	<b>139,321</b>	<b>165,562</b>	<b>200,456</b>	<b>212,457</b>	<b>253,914</b>

1. Exclusive of local bus traffic between border communities.

TABLE 20. Number of Canadians Returning from the United States  
by Month of Re-Entry into Canada, 1951-1955

Month	1951	1952	1953	1954	1955
(a) Rail (Gross entries)					
January.....	42,600	43,679	41,410	38,944	37,832
February.....	29,937	35,942	32,041	28,613	29,352
March.....	48,781	39,940	34,669	35,652	34,274
April.....	38,186	59,039	49,992	48,263	49,399
May.....	38,963	41,871	39,200	39,484	36,960
June.....	39,420	41,418	35,919	32,928	34,150
July.....	56,506	55,763	54,922	51,869	51,285
August.....	59,096	63,980	61,106	58,560	50,972
September.....	49,547	47,391	41,824	41,960	40,170
October.....	45,577	46,155	46,920	42,861	46,452
November.....	35,910	36,297	34,504	35,095	32,557
December.....	41,581	43,098	40,016	37,795	37,681
<b>Total.....</b>	<b>526,104</b>	<b>554,573</b>	<b>512,523</b>	<b>492,024</b>	<b>481,084</b>
(b) Rail (Net entries)					
January.....	42,070	43,227	40,810	38,434	37,403
February.....	29,526	35,533	31,562	28,146	28,952
March.....	48,126	39,531	34,197	35,189	33,816
April.....	37,659	58,288	49,206	47,540	48,684
May.....	38,368	41,298	38,495	38,883	36,491
June.....	38,754	40,802	35,301	32,475	33,707
July.....	55,619	54,980	54,167	51,207	50,721
August.....	58,141	63,115	60,406	57,947	50,269
September.....	48,871	46,796	41,263	41,505	39,692
October.....	44,789	45,603	46,245	42,360	45,912
November.....	35,127	35,634	33,927	34,483	32,041
December.....	40,793	42,321	39,252	37,088	37,009
<b>Total.....</b>	<b>517,843</b>	<b>547,128</b>	<b>504,831</b>	<b>485,257</b>	<b>474,697</b>
(c) Boat					
January.....	3,288	3,010	5,067	4,123	3,774
February.....	3,080	3,439	4,354	2,932	2,660
March.....	3,628	3,310	4,647	2,821	2,864
April.....	4,014	4,283	5,793	5,182	4,497
May.....	4,811	6,255	8,135	6,484	6,312
June.....	5,987	9,070	11,773	13,427	10,233
July.....	10,310	18,246	20,505	23,811	25,386
August.....	12,413	19,572	25,473	22,443	23,721
September.....	8,035	10,461	14,840	13,239	13,755
October.....	5,091	6,435	11,716	8,139	6,766
November.....	4,138	6,066	7,724	4,853	5,620
December.....	4,512	5,509	7,117	5,674	4,697
<b>Total.....</b>	<b>69,307</b>	<b>95,656</b>	<b>127,144</b>	<b>113,128</b>	<b>110,285</b>

**TABLE 20. Number of Canadians Returning from the United States  
by Month of Re-Entry into Canada, 1951-1955 — Concluded**

Month	1951	1952	1953	1954	1955
	<b>(d) Bus<sup>1</sup></b>				
January .....	34,888	30,737	27,936	27,346	25,367
February .....	31,509	35,986	26,550	24,584	22,897
March .....	41,497	39,907	32,963	29,442	26,504
April .....	35,314	43,524	41,321	38,299	36,533
May .....	50,272	46,544	49,451	45,094	43,420
June .....	57,304	66,828	57,921	53,934	48,872
July .....	80,207	74,342	70,292	68,293	68,664
August .....	81,411	82,538	71,726	70,776	62,790
September .....	58,021	55,535	50,840	46,844	48,347
October .....	46,872	43,950	43,599	38,520	34,189
November .....	35,646	35,130	33,724	29,936	24,646
December .....	36,911	32,977	31,899	26,546	23,124
<b>Total .....</b>	<b>589,852</b>	<b>587,998</b>	<b>538,222</b>	<b>499,614</b>	<b>465,353</b>
	<b>(e) Aeroplane</b>				
January .....	10,194	11,240	14,841	16,506	20,159
February .....	9,351	11,173	14,304	14,851	17,001
March .....	13,468	14,175	18,223	19,928	22,854
April .....	12,570	15,785	20,938	22,060	25,976
May .....	12,127	12,294	16,978	18,727	21,741
June .....	11,502	14,091	15,357	15,893	19,417
July .....	11,061	13,202	15,513	16,137	18,932
August .....	12,228	14,752	17,356	17,074	20,657
September .....	13,487	15,910	17,657	19,960	23,100
October .....	13,479	17,291	20,245	19,736	25,226
November .....	10,768	13,427	14,718	16,520	19,833
December .....	9,086	12,222	14,326	15,065	19,018
<b>Total .....</b>	<b>139,321</b>	<b>165,562</b>	<b>200,456</b>	<b>212,457</b>	<b>253,914</b>

1. Exclusive of local bus traffic between border communities.

**Classification Definitions used in this Report.**

1. "Commercial Vehicles" are trucks used for commercial purposes.
2. Highway Traffic not classified as commercial vehicles consists of automobiles, taxis, motorcycles and bicycles.

**3. Foreign Vehicles Inward**

- (a) Non-Permit Class consists of local vehicles which do not require Customs permits. They are restricted to travel within the jurisdiction of the port and may not remain in Canada more than 48 hours.

Also included are the repeat trips of commuters and others who cross the border frequently on commuting permits. (See below).

- (b) Travellers' vehicle permits are issued to foreign vehicles which remain in Canada longer than 48 hours or which travel beyond the jurisdiction of the port of entry. (Thus a motorist who intends to leave the country at a point other than that of entry must apply for a traveller's vehicle permit).

These permits are usually valid for periods of 60 days or 6 months, but more than 50 per cent of all permits issued each year are used for visits of less than 48 hours.

Also included in this class are commuting permits which entitle the holders to cross the border frequently during the tenure of their permits. Repeat trips after the first, however, are included in the non-permit class, as mentioned above.

**4. Canadian Vehicles Inward**

Canadian vehicles returning to Canada are classified by length of stay depending upon whether they are abroad for more or less than 24 hours.

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Publication is made possible through the co-operation of Customs and Immigration officials across Canada.





CANADA

TRAVEL BETWEEN CANADA  
AND  
OTHER COUNTRIES  
1956

DOMINION BUREAU OF STATISTICS

International Trade Division

Balance of Payments Section



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AND  
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1956

*Published by Authority of*

The Honourable Gordon Churchill, Minister of Trade and Commerce



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# TRAVEL BETWEEN CANADA AND OTHER COUNTRIES

1956

## Leading Developments in Travel between Canada and Other Countries

Travel between Canada and other countries reached a new record in 1956, approximately 3 per cent higher than the previous record established in 1955. A substantial expansion in travel to other countries by Canadians was responsible for this record in volume during the past year. Visits to Canada by residents of other countries numbered 27.7 million while Canadians reciprocated with 27.2 million visits to other countries during the same period. The aggregate volume of all travel amounted to 54.9 million visits during 1956 as compared with 53.2 million in the previous year.

The total number of entries into Canada by people from other countries declined over 2 per cent or approximately 614,300 visits during the year. Some 616,900 fewer visits from the United States were recorded but an additional 2,600 entries were reported direct from overseas countries when compared with 1955.

Expenditures in Canada by travellers from other countries reached an all-time record in 1956 in spite of the small decline in the number of visits. Visitors from all countries left approximately \$337 million in Canada during the past year, an additional \$9 million when compared with 1955 or an increase of nearly 3 per cent. Receipts from residents of the United States advanced to a new record of \$309 million, some \$6 million or 2 per cent higher than the previous record, although 2 per cent fewer visits were reported. Receipts from overseas countries reached \$28 million during the past year, a new record for this segment of travel. Receipts from residents of overseas countries were 12 per cent higher than in 1955 although the increase in the number of visits amounted to about 9 per cent. In the aggregate, per-

sons from other countries spent more per visit while travelling in Canada during 1956.

The expansion in travel to other countries by residents of Canada gained momentum during 1956. A comparison with the previous year showed a gain of 9 per cent in the number of visits by Canadians to other countries, whereas, the same comparison in 1955 revealed an increase of 6 per cent over 1954. The number of visits to other countries by Canadians advanced from 24.8 million in 1955 to 27.2 million in 1956, the change amounting to an increase of over 2 million visits during the year. Percentage-wise, the interest in travel to overseas countries continued to be more predominant in 1956. During the past three years, travel by residents of Canada to overseas countries has maintained a rate of expansion amounting to a 20 per cent increase each year.

Expenditures on travel in other countries by residents of Canada also reached a new record in 1956. Canadians spent nearly half of one billion dollars travelling in other countries during the past year, an increase of \$49 million or 11 per cent more than the previous year. Compared with an increase of 3 per cent in our receipts, the momentum in travel by Canadians has extended the gap between debits and credits to a point \$40 million in excess of the previous record debit balance established in 1955. The debit balance on travel account with the United States increased from \$60 million in 1955 to \$82 million in 1956, and with overseas countries from \$61 million in 1955 to \$79 million in 1956. The total debit balance on account with all countries stands at \$161 million for the past year, the highest on record.

**STATEMENT 1. Number and Expenditures of United States Travellers in Canada, 1953-1956**

Type of Transportation	Number of Persons				Expenditures			
	1953	1954	1955	1956	1953	1954	1955	1956 <sup>1</sup>
	(Thousands)				(\$ Millions)			
Automobile:								
Non-permit or local traffic .....	9,557	9,720	10,923	11,939	21.9	22.8	28.5	35.4
Customs permits .....	7,316	7,128	7,315	7,241	135.0	127.5	136.9	137.2
Repeat trips of permit holders .....	2,520	1,795	2,594	3,210	—	—	—	—
<b>Total .....</b>	<b>19,393</b>	<b>18,643</b>	<b>20,832</b>	<b>22,390</b>	<b>156.9</b>	<b>150.3</b>	<b>165.4</b>	<b>172.6</b>
Non-Automobile:								
Rail .....	1,026	941	940	882	43.9	46.2	41.5	43.7
Boat .....	326	347	370	399	14.2	16.8	13.0	15.7
Through bus .....	352	335	340	339	23.0	23.2	22.3	22.0
Plane .....	214	239	288	315	24.9	26.0	37.3	36.6
Other .....	6,714	5,908	5,513	3,342	19.3	20.7	23.4	18.7
<b>Total .....</b>	<b>8,632</b>	<b>7,770</b>	<b>7,451</b>	<b>5,277</b>	<b>125.3</b>	<b>132.9</b>	<b>137.5</b>	<b>136.7</b>
<b>Grand total .....</b>	<b>28,025</b>	<b>26,413</b>	<b>28,283</b>	<b>27,667</b>	<b>282.2</b>	<b>283.2</b>	<b>302.9</b>	<b>309.3</b>

1. Subject to revision.

### United States Travel Expenditures in Canada by Types of Transportation

An examination of the pattern of expenditures by residents of the United States in Canada during 1956, according to type of transportation, shows that the increase over 1955 appeared in the automobile classification. A comparison of the two years reveals expenditures of more than \$172 million in 1956 by persons using automobiles for transportation as against \$165 million in 1955, an increase of about \$7 million or approximately 4 per cent. Expenditures by persons using transportation other than automobiles was practically unchanged from 1955, the decline amounting to less than \$1 million. This decline for non-automobile transportation had a minor effect on the increase appearing for automobile travellers, leaving the net gain for all types of transportation some \$6 million higher than in the previous year.

The number of non-resident automobiles entering Canada during 1956 totalled 8.4 million, an increase of around 241,000 entries or about 3 per cent. The non-permit or local class of vehicles increased by about 5 per cent but the number of foreign vehicles entering on travellers' vehicle permits was between 1 and 2 per cent lower than the record for this category which was established in 1955. On a quarterly basis there was an advance in the number of travellers' vehicle permits issued of nearly 6 per cent in the first quarter of the year and between 3 and 4 per cent in the last quarter. A decline of 3 per cent was recorded in the second and third quarters but, since this decline appeared in the quarters when the number of entries is heaviest, the aggregate for the year shows a decrease. The months of July and August accounted for some 43 per cent of the total number of entries for the year on travellers' vehicle permits.

Several factors have been suggested as contributing to the decline in the number of visits to Canada by residents of the United States using travellers' vehicle permits. Of all the factors influencing the number of United States residents who might have visited Canada, perhaps unfavourable weather in the spring and summer months was foremost in deterring them. During the summer months of 1956 there were no heat waves in the United States which, under normal conditions, stimulate travel to Canada. The steel strike may have had a minor effect on the number of visits to Canada by discouraging persons who were directly affected from travelling far from home. This would be more noticeable in the industrial regions where the steel mills are located. The presidential nominations may also have had a minor effect in keeping some persons closer to home for their vacations.

Statement 1 shows that expenditures of automobiles entering Canada on travellers' vehicle permits revealed little change from the previous year, the increase amounting to less than 1 per cent. In comparison with 1955 higher averages per vehicle were declared in the second and third quarters in combination with a decrease in the number of visits, leaving little change in total expenditures for the period when the volume is heaviest. Lower averages per visit were reported in the fourth quarter of the year but the increase in volume had a counter effect on total expenditures leaving the aggregate for the three months practically unchanged. A change of trend in the first quarter has little effect on the pattern for the year as the volume of traffic in this quarter represents a small percentage of the aggregate for all quarters and thus a change must be very substantial in order to influence the pattern for the year.

**STATEMENT 2. Average Declared Expenditures Per Car of Non-Resident Motorists Travelling in Canada on Customs Permits, by Class of Permit, 1952-1956**

Class of permit	1952	1953	1954	1955	1956 <sup>1</sup>
	\$	\$	\$	\$	\$
Commuter .....	320.25	301.23	302.60	294.10	273.95
Summer resident .....	322.36	315.79	368.29	417.05	419.03
Local .....	117.85	81.59	56.15	49.10	52.96
Other (See statement 3 for detail) .....	51.92	53.63	52.16	54.79	56.74

1. Subject to revision.

Statement 2 shows average expenditures for the various classes of customs permit travel. Commuters reported somewhat lower averages as compared with 1955 but all the other classifications reported average expenditures slightly higher than the previous year. There was a substantial increase in the number of commuters recorded during 1956 but the de-

crease in the number of summer residents amounted to 13 per cent. Expenditures of the summer residents are of more significance than the other special classes of travellers' permits, but were lower in 1956 due to the decrease in volume. There was little change in the number of local permits issued during the year but higher averages per visit were

responsible for moderate increases in the expenditures of this group. The important "other class" contains over 99 per cent of the vehicles travelling in Canada on customs permits and normally includes about 97 per cent of the expenditures of this group.

Statement 3 shows the average expenditures declared by the "other class" of customs permit motorists by province of exit and, in comparison with 1955, reveals higher averages for all provinces with the exception of Quebec, Saskatchewan and Alberta. Trends for the year by province of exit varied from a decline of 8 per cent per visit in

Alberta to a gain of nearly 8 per cent in the province of Manitoba. The average of the declarations made in all provinces was between 3 and 4 per cent higher than the previous year. Expenditures of the non-permit or local classification of automobile traffic were substantially higher in 1956 due to an increase in the number of visits and higher average expenditure per visit. An increase of 19 per cent in average expenditure per visit in the third quarter, when the number of entries is heaviest, was instrumental in raising the average for the year. Considerable increases in the number of entries in the first and fourth quarters also contributed to the gain in total expenditures of this group for the year.

**STATEMENT 3. Average Declared Expenditure Per Car of Non-Resident Motorists Travelling in Canada on Customs Permits<sup>1</sup>, by Province of Exit, 1952-1956**

Province of Exit	1952	1953	1954	1955	1956 <sup>2</sup>
	\$	\$	\$	\$	\$
Atlantic Provinces .....	72.61	80.18	80.53	83.52	88.39
Quebec .....	55.07	57.05	52.25	55.12	54.09
Ontario .....	42.07	39.90	38.08	42.66	43.26
Manitoba .....	71.89	73.45	67.44	68.31	73.48
Saskatchewan .....	83.86	96.50	89.77	99.45	97.49
Alberta .....	114.31	116.23	109.34	109.43	100.75
British Columbia .....	84.11	93.29	89.62	86.22	87.08
<b>Total (See table 1 for 1956 analysis).....</b>	<b>51.92</b>	<b>53.63</b>	<b>52.16</b>	<b>54.79</b>	<b>56.74</b>

1. Exclusive of commuters, summer residents and locals.

2. Subject to revision.

Expenditures of the non-automobile visitors declined more moderately during the year than the number of visits. A substantial decrease in the number of visits was recorded for non-automobile traffic but expenditures for this class are practically unchanged from 1955, the decrease amounting to less than 1 per cent. Most of the change in the aggregate expenditures of non-automobile visitors can be traced to the residual classification referred to as "Other Travellers" where the reduction in volume was quite pronounced. The average expenditure per visit, however, advanced about 11 per cent leaving the total receipts for this group of visitors some 20 per cent below the record established in 1955. Expenditures of the residual classification are estimated at \$18.7 million for the year 1956 as compared with \$23.4 million in 1955, a drop of nearly \$5 million for the year.

Visitors entering Canada from the United States by rail spent about 5 per cent more in 1956 due to higher expenditures per visit in the third quarter when the volume of traffic is highest. A decline of 1 per cent was recorded in the number of visits during the first quarter of the year. This decline became progressively greater throughout the year until the fourth quarter when the number of

visits was 20 per cent below the previous year. The average expenditure per visit was lower in the first quarter, practically unchanged in the second quarter and somewhat higher in the fourth quarter.

Residents of the United States entering Canada by boat spent about 21 per cent more during 1956 due to higher expenditures per visit and an advance in the volume of traffic. The increase in the average expenditure per visit was quite substantial in the fourth quarter but the advance in the number of visits was more pronounced in the third quarter which normally accounts for around 70 per cent of the entries by boat for the year.

Visitors from other countries using long-distance bus for transportation spent about the same amount as the previous year, the small decline amounting to less than \$1 million or around 1 per cent. Entries by bus were practically unchanged, the decrease amounting to around 1,100 visits for the year and the average expenditure per visit for the year was almost as high as that recorded in 1955.

More persons entered Canada by plane during 1956 but expenditures per visit were somewhat lower. An advance of around 9 per cent in the num-

ber of entries was not sufficient to counter the drop in the average amount spent on each visit. Average expenditures were lower throughout the year but

more pronounced in the second and fourth quarters. Total expenditures for the year were about 2 per cent lower than in 1955.

### Analysis of United States Motor Traffic to Canada by State of Origin

Practically all of the non-permit cars and approximately 79 per cent of the automobiles entering Canada from other countries originate in the states forming the northern boundary of the United States. The importance of the border states as a source of entries on travellers' vehicle permits has remained practically unchanged during the past three years. The border states supplemented by Oregon and California on the Pacific coast, Massachusetts, Rhode Island, Connecticut and New Jersey on the Atlantic Seaboard, normally account for 92 per cent of the cars entering Canada on customs permits. Faster cars, better roads and an extension of holiday practices in the United States have all contributed to the expansion of travel by automobile and have gradually reduced the importance of obstacles such as distance and time available which formerly acted as factors in deterring the expansion of travel by automobile. In 1956 automobile registrations in the United States totalled 54,133,572 as compared with some 2,478,000 crossings into Canada on customs permits, leaving a great tourist potential.

The analysis of the origin of automobile traffic entering Canada from the United States on customs permits is simplified by grouping the states as they appear in Table 5. The importance of each group varies little from year to year as shown by the relative stability during the past five years. The North-Eastern States comprising the area from Maine to Pennsylvania remained the most important group, supplying over 46 per cent of the automobiles entering Canada on customs permits. This area contributed more entries in 1956 than in any other year of the period shown in Table 5 and advanced in order of importance from 45.3 per cent of the total in 1955 to 46.6 per cent in 1956. In 1951 this area contributed 46.7 per cent of the total but had gradually diminished in order of importance during the intervening years. The states bordering on the Great Lakes furnished some 30.4 per cent of the cars entering on customs permits during 1956, approximately 1.3 per cent lower than in 1955. In 1956 the states bordering on the Great Lakes contributed the lowest percentage of the total entries on travellers' vehicle permits of any of the post-war years. The West Coast States accounted for 11 per cent and the North-Western States accounted for 4 per cent of the traffic. States not specified in Table 5 supply about 8 per cent of the automobiles entering Canada on customs permits.

The importance of the different regions as a source of receipts from travel is slightly different from their importance as a source of volume. The North-Eastern and Great Lakes States contributed 77 per cent of the volume and 71 per cent of the

expenditures in 1956, the same relationship as the previous three years. The North-Western States have made up 4 per cent of both volume and expenditures during the years 1954-1956 inclusive. The West Coast States of California, Oregon and Washington have made up 11 per cent of the volume and 14 per cent of the expenditures during the past three years. The remaining states and other countries not specified in Table 5 accounted for 11 per cent of the expenditures and 8 per cent of the volume in 1956, the same proportions as in the previous year. Table 6 shows an average expenditure of \$92.27 per car in 1956 for the states and other countries not specified. Average expenditures for this group have been climbing steadily during the past three years.

The uniformity from year to year in the average expenditure per car continued in 1956 as shown in Table 6. With the exception of New Jersey, Illinois and Wisconsin, the average rate of expenditure from year to year for each of the states shown in Table 6 varied less than \$9 per visit during the five-year period from 1952 to 1956. With the exception of Illinois and New Jersey, the range between low and high averages over the same five-year period has been less than \$13 per visit. During the same period the widest variation from year to year for the state of Ohio has been \$1.05 and \$1.58 for the state of New York. The range between the low and high average over the five-year period has been \$1.58 for the state of New York and \$1.67 for the state of Ohio. The uniformity reflected for the various states indicates stability in travel behaviour by residents of each of the states and reliability of the sample used in estimating receipts from residents of other countries travelling in Canada.

The average length of stay in Canada for cars (including commuters, summer residents and locals) originating in the North-Eastern States amounted to 6.60 days in 1956, a slight increase over the previous year. Expenditures per day were practically unchanged from 1955 and averaged \$8.50 per car. The average length of stay for cars from this area varied from 3.61 days for cars registered in Vermont to 7.81 days for cars from the state of New York. In 1955 the same states showed the shortest and longest visits for this area. Average expenditure rates per car per day varied from \$4.30 for cars originating in Maine to \$16.06 for cars registered in New Jersey. For the past two years cars originating in New Jersey reported the highest expenditure per car per day. In 1955 cars from the state of Vermont rather than the state of Maine reported the lowest expenditure per car per day for the group. Average expenditure per car per day was lowest in

the North-Eastern States as a group; but, with the exception of the residual classification referred to as "other", the length of stay was longer.

Cars originating in the area bordering the Great Lakes stayed an average of 5.21 days and spent approximately \$9.74 per car per day. The length of visit to Canada varied from 4.58 days for cars registered in Michigan to 6.65 days for cars registered in Ohio. Average expenditure rates varied from \$6.95 per day for cars from the state of Michigan to \$15.31 for cars from Wisconsin. Average expenditure per visit irrespective of the per day basis continued to be low for this group of states due to the length of stay in Canada being shorter than for all other groups.

The average length of stay remained more uniform for automobiles from the North-Western States, varying from 5.79 days for cars registered in Montana to 6.07 days for cars registered in Minnesota. Average expenditure per car per day varied from \$7.42 for cars registered in North Dakota to \$11.22 for cars originating in Minnesota. Considering the three states as a unit, the average length of visit in 1956 was 5.98 days and the average expenditure per car per day amounted to \$10.05.

Cars from states on the West Coast had the highest average expenditure per car per day of all groups. Although the average expenditure per visit was lower than for states included in the residual classification, the average expenditure per day was considerably higher. In 1956 the average length of stay for cars in this group was 5.28 days, a slight increase over 1955. The average expenditure per car per day also advanced slightly from \$13.33 in 1955 to \$13.47 in 1956. The length of stay varied from 4.12 days for cars registered in Washington to 7.97 days for cars registered in California. Expenditures per day varied from \$12.85 for Washington cars to \$15.55 for cars registered in Oregon. Cars originating in the states or other countries not listed in Tables 5 and 6 stayed 9.08 days in 1956 compared to 8.02 days in 1955. Expenditures per visit were the highest of all groups amounting to \$92.27 or approximately \$10.16 per car per day. Further details on length of visit and average expenditures for the states not referred to individually are shown in Table 7.

Table 3 classifies all automobiles travelling on customs permits in Canada by province of entry and state or country of registration. Similar information appears in Table 4 but is limited to visits lasting more than 48 hours and excludes the special classes of commuters, summer residents and locals. The special classes amount to less than 1 per cent of the total and would have little effect in making a comparison of the two tables. Visits recorded in Table 4 amount to 43 per cent of the total and the remaining 57 per cent of the cars entering on travellers' vehicle permits were in Canada less than 48 hours. The relationship between long-term and short-term visits has not changed in the past six years,

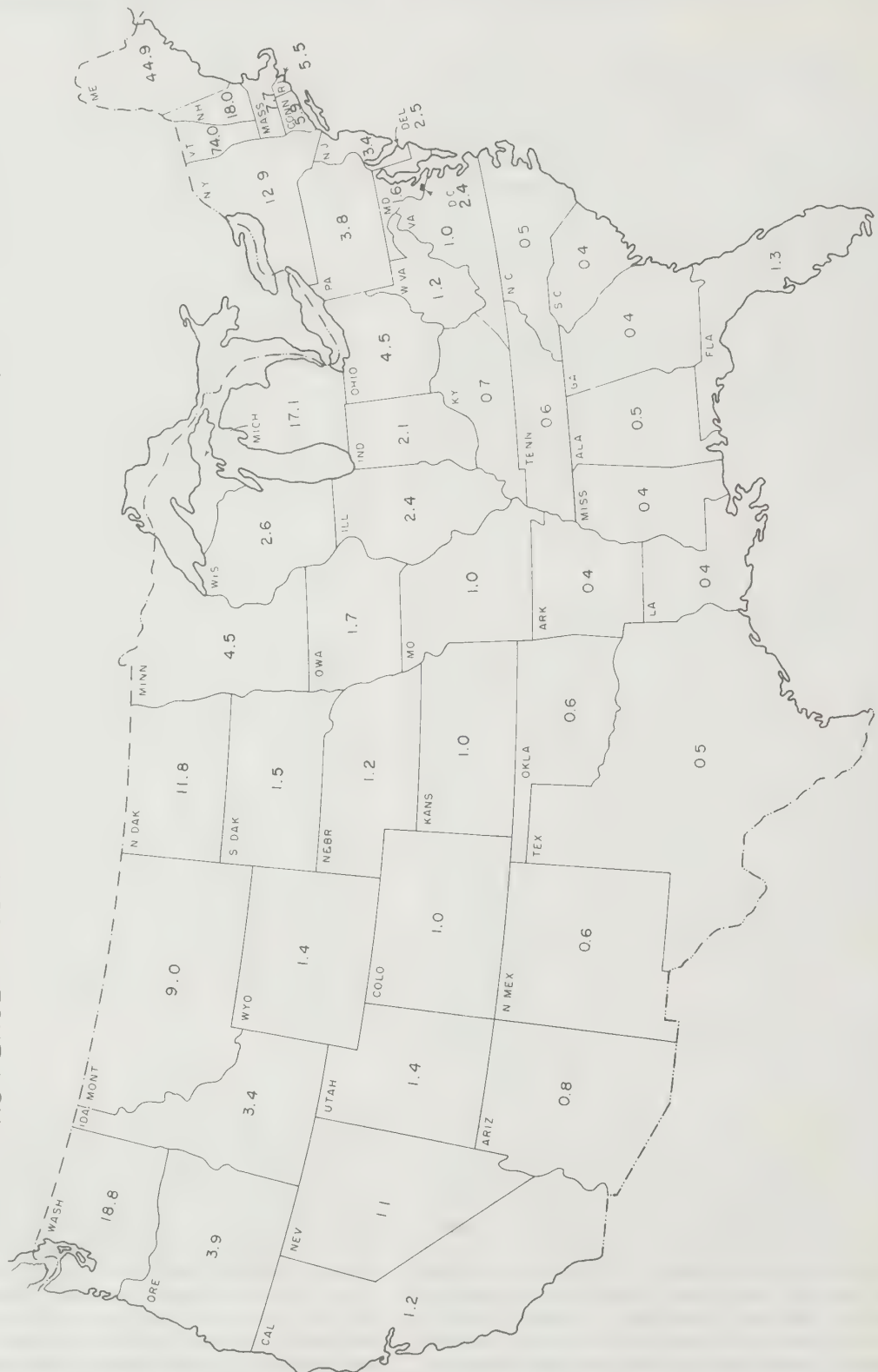
with the exception of minor changes within some of the provinces. In 1956 there was a higher proportion of long-term visits in Manitoba, British Columbia and the Yukon Territory, but a lower proportion of long-term visits in New Brunswick, Quebec, Saskatchewan and Alberta.

The relationship between short-term visits and visits lasting over two days was not uniform for all the states in 1956. The state of Vermont continues to show the highest percentage of short-term traffic of all the states in the union. Only 14 per cent of the cars originating in Vermont spent over 48 hours in Canada while the corresponding percentages for Maine and Michigan were 27 and 28 respectively. Table 4 shows that 27 of the states have more than 50 per cent of their vehicles in the long-term classification and the states of Colorado, Kansas, Minnesota and Oklahoma send vehicles that are evenly divided between long-term and short-term traffic. More than 50 per cent of the vehicles from the remaining 18 states return from Canada within 48 hours but included in this group are the states of New York, Michigan and Washington which normally contribute nearly 50 per cent of the total entries into Canada on travellers' vehicle permits. The percentage of long-term traffic for the three states contributing nearly half of the entries was as follows: New York 38 per cent, Michigan 28 per cent and Washington 43 per cent. The state of Oregon contributed the highest percentage of automobiles staying over 48 hours but the average length of visit was shorter than for some of the other states due, perhaps, to a heavier concentration of vehicles staying less than one week but more than 48 hours. Some 67 per cent of the cars from Oregon stayed more than 48 hours in Canada as compared with the other extremity of only 14 per cent from Vermont staying over 48 hours in Canada. Oregon was followed by the District of Columbia, Iowa and Nevada each with 64 per cent of their entries in the long-term classification. The percentage of automobiles staying more than 48 hours in the aggregate of all states is influenced by the heavy volume of traffic from the states of New York, Michigan and Washington, each with a relatively low percentage of long-term traffic.

On Map 1 the number of cars travelling on customs permits in Canada is shown as a percentage of the number of automobiles registered in each state. States close to the border normally have a higher proportion of entries to registrations and states a long distance from the border usually have a lower proportion of entries to registrations. Although the states of Michigan and New York contributed around 41 per cent of the cars travelling in Canada on customs permits or more than 1,000,000 vehicles in 1956, the total registrations in these two states for the same year were over 7,000,000. Michigan and New York did not contribute as high a percentage of entries to registrations as some of the other border states. Entries on travellers' vehicle permits from the state of Vermont were 74 per cent of the registrations and entries from Maine amounted

MAP-1

NON-RESIDENT AUTOMOBILES TRAVELLING ON CUSTOMS PERMITS IN CANADA  
AS PERCENTAGE OF PASSENGER CAR REGISTRATIONS, 1956



TOTAL STATES 4.5

to 45 per cent. Data on Map 1 also shows that entries from the state of Washington amounted to 19 per cent of the registrations, 18 per cent in New Hampshire and 17 per cent in Michigan. Although there were 4.3 million automobiles registered in New York state in 1956, only 13 per cent or some 468,600 vehicles entered Canada on customs permits during the year. The border states with the lowest proportion of entries to registrations were Wisconsin, Idaho and Pennsylvania although Ohio

and Minnesota also have a low proportion of entries to registrations. Normally the border states with a lower percentage of registrations travelling in Canada have a higher proportion of long-term traffic than the states with a higher percentage of entries to registrations. Ordinarily the border states with the lower percentage of entries to registrations also have higher average expenditures per visit due, no doubt, to the greater proportion of long-term visits.

#### Analysis of Automobile Traffic by Ports of Entry and Exit

Although no direct record is kept of the movement of American automobiles within Canada, the ports of entry and exit from Canada are known for all motorists travelling on customs permits. An examination of the customs permits according to port of entry with corresponding port of exit, discloses some of the routes within Canada which attract the greatest number of American motorists. In previous years this study was confined to the four month period from June to September inclusive,

but in 1956 the study was extended to cover the twelve months from January to December. The information recorded from this study is intended to represent minimum data on interprovincial or inter-regional travel. It does not include cars entering or leaving by the same province after visiting other provinces, or cars entering and leaving by the same region in Ontario after visiting other regions within the province.

**STATEMENT 4. Percentage Distribution of Vehicles by Province of Exit for Non-Resident Automobiles Travelling in Canada on Customs Permits<sup>1</sup>, Three Days or Over, 1956**

Province of Entry	Province of Exit							
	Maritimes	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	B.C.	Yukon
	%	%	%	%	%	%	%	%
Maritimes .....	91.53	5.06	3.39			0.02		
Quebec .....	3.39	82.25	14.34			0.02		
Ontario .....	0.87	7.51	90.75	0.66		0.21		
Manitoba .....	0.06		16.48	73.50	3.56	3.17	3.23	
Saskatchewan .....		2.66		8.60	74.90	7.36	6.48	
Alberta .....		2.25		3.39	2.86	43.06	35.67	12.77
British Columbia .....		0.25		0.37	0.30	6.40	89.62	3.06
Yukon .....		0.78		1.89	2.14	39.96	50.43	4.80

1. Exclusive of commuters, summer residents and locals.

Well-defined preferences on the part of American motorists appear regarding the direction in which motor tours through Canada should be taken. During the year 1956 a total of 5,376 cars entered Canada through ports in the Maritime provinces and returned to the United States through ports in the province of Quebec, whereas 8,611 vehicles entered Canada through ports in the province of Quebec and returned to the United States through ports in the Maritime provinces. Although information on the length of stay within each province is not available, some 77 per cent of the cars travelling from the Maritimes to Quebec remained in Canada for 3 days or over and 75 per cent of the cars entering through Quebec and returning through the Maritimes spent 3 days or

longer in Canada. About 3 per cent of all automobiles entering Canada (on travellers' vehicle permits) through ports in the Maritimes returned by ports on the border between Quebec and the United States. Although more vehicles travelled in the opposite direction, percentage-wise only 2 per cent of the vehicles entering Canada through ports in Quebec returned to the United States by ports in the Maritime provinces. The most popular route used by residents of the United States for travel between the Maritimes and Quebec appears to be between St. Stephen in New Brunswick and Blackpool in Quebec. Some 14 per cent of the cars travelling from the Maritimes through Quebec, which remained in Canada for 3 days or longer, entered

through St. Stephen and returned to the United States via Blackpool. Traffic in the opposite direction, staying 3 days or longer, accounted for 11 per cent of the cars entering through Quebec ports and returning through ports in the Maritimes. Entries at St. Stephen and exits at Rock Island accounted for between 8 and 9 per cent of the traffic from the Maritimes through Quebec, and travel in the opposite direction represents about the same proportion of travel from Quebec to the Maritimes. Traffic entering Canada through St. Stephen, St. Leonard and Edmundston and returning via Blackpool, Rock Island and Armstrong accounted for 46 per cent of the traffic which entered through the Maritimes and returned through ports in the province of Quebec. Travel in the opposite direction accounted for 48 per cent of the vehicles which entered through ports in the province of Quebec and returned via ports in the Maritime provinces.

The interchange of entries and exits between Ontario and Quebec accounts for a substantial segment of the number of Americans travelling in these provinces. During 1956 some 33,380 foreign vehicles entered Canada on customs permits through ports in the province of Quebec and returned to the United States through ports in the province of Ontario. This represents some 8 per cent of the vehicles entering on travellers' vehicle permits. Approximately 82 per cent of these motorists stayed in Canada for 3 days or longer. Travel in the opposite direction was somewhat heavier as 50,939 vehicles entered Canada through ports in Ontario and returned through ports in Quebec. Automobiles returning through Quebec represented between 3 and 4 per cent of all entries into Ontario on travellers' vehicle permits. Some 85 per cent of the vehicles travelling in this direction remained in Canada for 3 days or over. Of the 43,483 cars (3 days and over) entering Canada through ports in Ontario and leaving

through ports in Quebec, some 31,938 entered through ports west of Kingston and east of Sault Ste. Marie (including Sault Ste. Marie) and 12,001 entered through the St. Lawrence river ports. Corresponding with the interchange of travel between the Maritimes and Quebec, the ports of Blackpool, Rock Island and Armstrong also account for most of the exits in Quebec which enter through ports in Ontario. The ports in Ontario appearing most frequently in the interchange between Quebec and Ontario were Niagara Falls, Windsor and Lansdowne. The ports referred to in each province accounted for about 45 per cent of all combinations of travel between the two provinces in the 3 days and over classification. Entries through the three ports in Quebec and returning through the three Ontario ports amounted to 11,418 during the year and traffic in the opposite direction totalled 20,449. To carry the analysis one step further, some 6,200 or 54 per cent of the entries through the three ports in Quebec returned to the United States through Niagara Falls, and 9,955 or 49 per cent of the entries through the three ports in Ontario returned to the United States through Blackpool. From this analysis it will be seen that the volume of traffic between Quebec and Ontario travelling on routes between Blackpool and Niagara Falls is heavier than on any other combination of ports. In 1956 some 3,518 automobiles in the 3 days and over classification entered Canada at Blackpool and returned through Niagara Falls, and 5,462 vehicles entered Canada through Niagara Falls and returned to the United States through the port of Blackpool.

Within the province of Ontario which normally accounts for about 60 per cent of the entries into Canada on travellers' vehicle permits, there are several well-defined routes that appear to be travel-

**STATEMENT 5. Number of Non-Resident One and Two-Day Automobiles Travelling on Customs Permits<sup>1</sup> Intransit Between Selected Border Points in Ontario, 1952-1956**

Border points	1952	1953	1954	1955	1956
Fort Erie — Windsor .....	115, 246	126, 079	125, 932	137, 551	111, 370
Niagara Falls — Windsor .....	110, 061	123, 225	112, 065	106, 723	95, 470
Fort Erie — Sarnia.....	36, 323	39, 384	43, 230	48, 125	46, 893
Niagara Falls — Sarnia.....	80, 979	97, 589	100, 867	102, 758	93, 864
<b>Total of above .....</b>	<b>342, 609</b>	<b>386, 277</b>	<b>382, 094</b>	<b>395, 157</b>	<b>347, 597</b>
<b>Total number of cars<sup>1</sup> leaving Ontario irrespective of length of visit .....</b>	<b>1, 312, 231</b>	<b>1, 481, 801</b>	<b>1, 446, 732</b>	<b>1, 500, 851</b>	<b>1, 443, 950</b>
Intransit traffic as percentage of total traffic.....	26. 1	26. 1	26. 4	26. 3	24. 1

1. Exclusive of commuters, summer residents and locals.

led by foreign motorists. A survey of the routes within the province reveals that the highways between Fort Erie and Niagara Falls on the east and the St. Clair and Detroit River ports on the west of southern Ontario, appear to carry the heaviest volume of traffic. Table 2 shows that some 656,100 automobiles left Canada during 1956 after having entered through Fort Erie and Niagara Falls. Of this number some 417,500 or more than 63 per cent returned to the United States by way of Fort Erie and Niagara Falls and 189,200 or 29 per cent returned through the St. Clair and Detroit River ports. Some 56 per cent of the cars travelling from Fort Erie and Niagara Falls to the St. Clair and Detroit River ports made the trip in one day which indicates that a high percentage of this traffic must be intransit across southern Ontario between two points in the United States. The number of one-day cars leaving through all other ports including Fort Erie and Niagara Falls amounted to 35 per cent. The trip across southern Ontario involves a journey of around 250 miles which can easily be accomplished in less than one day and thus save the motorist more than 100 miles as compared with the route south of Lake Erie.

Traffic in the opposite direction, entering Canada through ports on the St. Clair and Detroit Rivers and returning through Fort Erie and Niagara Falls, is also quite heavy. Table 2 also reveals

that some 551,400 foreign vehicles returned to the United States during 1956 after having entered Canada through the St. Clair and Detroit River ports. Of this number some 324,100 automobiles or 59 per cent returned to the United States through the same group of ports, and 200,900 or 36 per cent crossed southern Ontario and left Canada through Fort Erie and Niagara Falls. Some 53 per cent of the cars travelling east from the St. Clair and Detroit River ports to Fort Erie and Niagara Falls made the trip within one day, indicating there is also a high percentage of intransit travel in this direction. The number of one-day cars leaving through all other ports, including ports along the St. Clair and Detroit Rivers, amounted to 45 per cent. Further detail on travel across southern Ontario appears in Statement 6 showing the importance of the volume of intransit travel through this section of the province. Declarations of expenditures made on travellers' vehicle permits indicate that persons travelling intransit across southern Ontario spend less than persons with the same length of stay not travelling intransit. No doubt, the substantial amount of intransit travel through Ontario is a factor influencing the average expenditure per vehicle as shown in Statement 3. It would appear that Ontario has a higher percentage of intransit travel when compared with other provinces, consequently it is to be expected that the average expenditure per vehicle should be lower.

**STATEMENT 6. Selected Routes Within Ontario Followed by Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada During the Four Months June-September, 1953-1956**

Route	Number of Cars				Percentage of entries via all ports in Ontario			
	1953	1954	1955	1956	1953	1954	1955	1956
Between: St. Clair, Detroit River Ports and Fort Erie, Niagara Falls .....	298,995	286,282	296,912	260,556	27.9	27.4	28.0	25.3
Fort Erie, Niagara Falls and St. Lawrence River Ports in Ontario .....	39,823	36,124	35,704	33,529	3.7	3.5	3.4	3.3
St. Lawrence River Ports in Ontario and Province of Quebec .....	29,025	25,775	25,630	25,763	2.7	2.5	2.4	2.5
St. Clair, Detroit River Ports and St. Lawrence River Ports in Ontario .....	11,787	10,951	10,679	9,621	1.1	1.0	1.0	0.9
Sault Ste. Marie and St. Clair, Detroit River Ports .....	10,369	10,343	11,940	10,912	1.0	1.0	1.1	1.1
Sault Ste. Marie and Fort Erie, Niagara Falls .....	8,558	8,237	9,255	8,336	0.8	0.8	0.9	0.8
<b>Total of above .....</b>	<b>398,557</b>	<b>377,712</b>	<b>390,120</b>	<b>348,717</b>	<b>37.2</b>	<b>36.2</b>	<b>36.8</b>	<b>33.9</b>

1. Exclusive of commuters, summer residents and locals.

The route between Fort Erie—Niagara Falls and the St. Lawrence River ports also carries a substantial number of foreign vehicles involving, as it does, a trip north of Lake Ontario and perhaps a visit to Ontario's largest city or some of the tourist resorts in Central Ontario. Automobiles using this route for entry and exit in both directions totalled 37,800 in 1956. Unlike the traffic crossing southern Ontario, some 68 per cent of the traffic over this route is classified in the 3 days and over group, indicating that it may be of more importance as a source of travel receipts to the province than the volume would indicate.

A comparison of the number of automobiles travelling in both directions over the six most popular routes within Ontario appears in Statement 6. This statement shows the number of permit-holding cars, exclusive of commuters, summer residents and locals, which followed these routes during the four-month period of June through September for the years 1953-1956. This period covers the principal touring season in which most of the pleasure travel to Canada is concentrated. The statement shows that the number of automobiles using the routes referred to carried a smaller percentage of the total entries into Ontario than in previous years. An exception to this statement is the route between ports on the St. Lawrence River and the province of Quebec which carried a higher percentage in 1956 due perhaps, to persons wishing to view seaway operations on the St. Lawrence River. Statement 8 includes automobiles leaving Canada by a province other than that of entry, indicating little change for Canada in this respect during the past three years although some changes have appeared within the different provinces.

Travel between ports in Ontario, east of Fort William and Port Arthur, with the ports in the extreme western part of the province has not developed to any extent, no doubt, because of the distance in-

volved and the condition of many parts of the highway through the northern part of the province. During 1956 a total of 827 vehicles entered through ports in Ontario east of Port Arthur and returned to the United States mainly through Pigeon River after staying in Canada for 3 days or longer. Travel in the opposite direction was somewhat heavier and entries through Fort Frances, Pigeon River and Rainy River having ports of exit east of Fort William and Port Arthur totalled 1,082.

The exchange of foreign vehicles between Ontario and Manitoba is mainly through ports in Ontario west of Fort William and Port Arthur. Table 2 shows that during the year some 5,126 cars entered Canada through ports in Ontario and returned to the United States through ports in the province of Manitoba. Nearly 75 per cent of the motorists travelling in this direction reported visits of 3 days and over. Travel in the opposite direction totalled 4,919 during the year but the number reporting long-term visits of 3 days or over amounted to around 80 per cent. The number of motorists reporting long-term visits in the exchange of travel between Ontario and Manitoba was practically equal. Over 97 per cent of the traffic from Ontario to Manitoba, amounting to 3,822 long-term cars, entered Canada through the ports of Fort Frances, Pigeon River and Rainy River and 72 per cent of this was through the port of Fort Frances. The most popular route is from Fort Frances to Emerson with 61 per cent of the long-term traffic via Manitoba showing this route. Long-term traffic in the opposite direction amounted to 3,918 vehicles with almost 99 per cent of these returning through the three ports west of Fort William and Port Arthur. The port of Fort Frances accounted for 80 per cent of the returning vehicles which entered through Manitoba. The port of Emerson accounted for 70 per cent of the vehicles entering through Manitoba and returning to the United States through the three ports in Ontario west of Port Arthur.

**STATEMENT 7. Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup>, Percentage of Volume, Classified According to Length of Stay in Canada by Province of Entry, 1956**

Province of entry	Length of stay in Canada		
	1 day	2 days	3 days and over
	%	%	%
Maritimes .....	35.80	13.64	50.56
Quebec .....	31.60	20.98	47.42
Ontario .....	39.50	21.68	38.82
Manitoba .....	28.53	18.44	53.03
Saskatchewan .....	20.71	15.64	63.65
Alberta .....	19.57	13.31	67.12
British Columbia and Yukon Territory .....	24.58	23.33	52.09
<b>Canada .....</b>	<b>35.34</b>	<b>20.94</b>	<b>43.72</b>

1. Exclusive of commuters, summer residents and locals.

Residents of the United States wishing to visit Alaska usually travel intransit through Alberta and British Columbia but the length of time required for this journey is much greater than the trip across southern Ontario. While a trip across Ontario involves approximately 250 miles, automobiles proceeding to Alaska from other states must travel well over 2,000 miles in Canada. Although the purpose of trip may be intransit to or from Alaska, the length of time required would involve lodging for perhaps two or more nights in Canada and thus expenses would be much higher than the intransit travel through Ontario. Instead of depressing the average expenditures for the provinces involved, intransit travel to Alaska may have the opposite effect and contribute to the high averages for Alberta and British Columbia as shown in Statement 3.

Throughout the year 1956 some 8,500 cars entered through ports in Alberta or British Columbia and left via the Yukon Territory after staying 3 days or longer in Canada. Over 98 per cent of these cars left Canada through the port of Snag Creek on the Alaska highway. The most popular route appears between Coutts in Alberta and Snag Creek in the Yukon Territory. Some 38 per cent of the cars intransit to Alaska used this route during the year and 28 per cent entered through Huntingdon or Aldergrove in British Columbia and left Canada via

Snag Creek. Travel in the opposite direction usually represents the return trip from Alaska to states south of the international boundary. The return trip follows much the same pattern with Snag Creek to Coutts being the most popular route although a considerable number of the permits show Huntingdon as the port of exit.

On a provincial basis, traffic to the Yukon is about evenly divided between Alberta and British Columbia. Nearly 4,200 cars entered Canada through ports in Alberta during 1956 and left through the Yukon Territory. Some 78 per cent of this number travelled the route from Coutts to Snag Creek and 73 per cent of the travel in the opposite direction used the same route.

More than 4,300 cars entered through ports in British Columbia and left Canada through the Yukon Territory. Some 31 per cent of this number travelled between Huntingdon and Snag Creek and 24 per cent travelled between Aldergrove and Snag Creek. Travel in the opposite direction followed a somewhat different pattern as 46 per cent used the route from Snag Creek to Huntingdon. The route carrying the second greatest number of cars in the opposite direction was between Snag Creek and Osoyoos which accounted for 14 per cent of the total entering through the Yukon and returning through all ports in British Columbia.

**STATEMENT 8. Minimum Inter-Provincial Travel by Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada During the Four Months June to September, 1953-1956.**

Province of entry	American Cars leaving Canada by a province other than that of entry				Percentage of all cars leaving province			
	1953	1954	1955	1956	1953	1954	1955	1956
Atlantic Provinces .....	7,266	6,929	7,580	7,127	7.5	6.7	7.2	6.4
Quebec .....	41,501	36,781	36,483	35,624	16.1	14.1	13.9	13.0
Ontario .....	62,734	55,965	56,867	54,569	5.9	5.5	5.5	5.4
Manitoba .....	5,713	5,832	6,685	6,706	22.0	19.8	21.9	21.9
Saskatchewan.....	2,057	2,236	2,736	2,971	15.4	17.1	22.8	22.6
Alberta .....	16,052	15,602	16,191	17,803	45.5	48.1	48.7	52.1
British Columbia .....	10,899	11,695	11,739	12,645	6.5	6.8	6.5	6.8
<b>Total .....</b>	<b>146,222</b>	<b>135,040</b>	<b>138,281</b>	<b>137,445</b>	<b>8.7</b>	<b>8.3</b>	<b>8.3</b>	<b>8.3</b>

1. Exclusive of commuters, summer residents and locals.

The exchange of travel between Alberta and British Columbia also warrants closer examination. Statement 4 shows that only 43 per cent of the long-term foreign automobiles entering Alberta during the year 1956 returned to the United States through ports in Alberta, and close to 36 per cent returned

through ports in British Columbia. The route between Carway and Kingsgate is used by 35 per cent of the motorists entering through Alberta and returning via British Columbia, while 20 per cent travel between Coutts and Kingsgate. Although Statement 4 shows that approximately 36 per cent

of the automobiles entering Canada through Alberta leave through ports in British Columbia and 6 per cent of the number entering through British Columbia leave through ports in Alberta, the discrepancy in the number of vehicles is not so wide as the percentages indicate. In 1956 the number of vehicles in the 3 days and over classification, entering Canada through Alberta and leaving through ports in British Columbia amounted to 11,700 and traffic in the opposite direction totalled 9,065 cars. This analysis, however, does not include vehicles that

may enter Canada through the port of Kingsgate in particular, proceed to destinations in Alberta for a vacation and return to the United States through the same port or other ports within the province of entry. The same factor would apply to traffic in the opposite direction. Of the automobiles entering Canada through ports in British Columbia and returning through ports in Alberta, approximately 37 per cent travel from Kingsgate to Carway and 21 per cent travel from Kingsgate to Coutts.

### Receipts from United States Travellers by Province of Entry

It has already been explained in previous reports that there is insufficient information on the movements of American travellers within Canada to give an accurate breakdown of receipts according to the province in which the expenditures are made. Information available on customs permits makes it possible to ascertain the number of such motorists leaving Canada by a province other than that of entry, but there is no way of determining what part of the expenditure was made in the province of entry and what part was made in the province of exit. The information collected on province of destination from the special survey described elsewhere in this report seems to indicate that the net effects

of interprovincial crossings are perhaps not too serious in the case of some provinces, although of more significance in others. When percentages are extended to the number of vehicles the probabilities are that, although some regions may gain a little on the balance of the international automobile traffic, the discrepancy is not as great as might be expected. Less information is available on the provincial distribution of non-automobile types of transportation although it is apparent that for the province of Alberta in particular many persons using rail transportation for travelling in that province enter Canada through border points in other provinces.

STATEMENT 9. Distribution of United States Travel Expenditures in Canada by Province of Entry, 1952-1956

Province of entry	Percentage of total				
	1952	1953	1954	1955	1956 <sup>2</sup>
Atlantic Provinces <sup>1</sup> .....	7.8	8.1	7.9	7.7	7.9
Quebec .....	18.3	18.6	18.1	17.4	18.3
Ontario .....	50.6	51.5	50.5	53.6	51.5
Manitoba.....	2.6	2.5	2.6	2.7	3.0
Saskatchewan .....	1.7	1.8	1.9	1.5	1.6
Alberta .....	3.5	2.9	2.8	3.0	2.8
British Columbia .....	15.5	14.6	16.2	14.1	14.9
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

1. Entering mainly through ports in New Brunswick.
2. Subject to revision.

In Statement 9 estimates of expenditures are distributed by province on the basis of port of entry. Data appearing in this statement, however, are not intended to measure accurately expenditures made within the province. To facilitate a comparison between annual data, the distribution is presented in the form of percentages of the total expenditures each year. The statement shows that generally the provinces remained in the same order of importance each year. During the past five years on the basis of port of entry the province of Ontario has received at least 50 per cent of the receipts each year. In

comparing 1956 with the previous year it can be seen that the expenditures of visitors entering through the Atlantic Provinces, Quebec, Manitoba, Saskatchewan and British Columbia have formed a higher percentage of the aggregate while the expenditures of entries into the remaining provinces accounted for a smaller portion of the total. A comparison of the average length of stay for automobile traffic covered by customs permits and the average expenditure per car appears in Statement 13 and is of interest when examining the estimate of the breakdown of expenditures on a provincial basis.

## Receipts from United States Travellers in Canada During 1956, Classified by Length of Stay in Canada

The total number of entries into Canada by residents of the United States in 1956 amounted to over 27 million. Many classes of travellers are represented in this figure, ranging from residents of border communities who may enter Canada many times during the year for visits of short duration, to others who may stay for weeks or months. Short-term visits are numerous, particularly in the Windsor-Detroit area and the St. Stephen-Calais region where close social and economic relationships exist. In many communities close to the border an

interdependence with the neighbouring locality on the other side exists, resulting in heavy local traffic between Canadian and American centres, most of which is of a short-term nature. Short-term visits have amounted to approximately 85 per cent of the volume for several years but their low average expenditure is responsible for curtailing their importance as a source of receipts from travel. In 1956 they contributed 24 per cent of the total receipts from foreign travellers in Canada, a slightly higher proportion than in 1955.

## STATEMENT 10. Expenditures of United States Travellers in Canada by Length of Stay, 1956

Mode of Travel	Number of persons	Per cent of grand total	Expenditures	Per cent of grand total
		%	\$	%
Short-term traffic:				
Automobile:				
Non-permit or local traffic .....	11,939,200	43.15	35,379,500	11.43
Customs permit holders:				
Commuters .....	9,900	0.04	1,102,700	0.36
Locals .....	22,200	0.08	580,000	0.19
Repeat trips .....	3,209,400	11.60	—	—
Other:				
1 day's stay .....	2,730,800	9.87	7,104,600	2.30
2 days' stay .....	1,465,600	5.30	10,773,600	3.48
Rail, intransit .....	479,800	1.73	—	—
Bus, intransit .....	49,800	0.18	149,500	0.05
Aeroplane, intransit .....	10,900	0.04	32,600	0.01
Other travellers (pedestrians, local bus etc.) .....	3,341,500	12.08	18,690,100	6.04
<b>Total .....</b>	<b>23,259,100</b>	<b>84.07</b>	<b>73,812,600</b>	<b>23.86</b>
Long-term traffic:				
Automobile:				
Customs permit holders:				
Summer Residents .....	17,300	0.06	2,870,300	0.93
Other:				
More than 2 days' stay .....	2,995,200	10.83	114,822,000	37.11
Rail .....	402,400	1.45	43,723,400	14.13
Bus .....	289,100	1.05	21,900,000	7.03
Aeroplane .....	303,900	1.10	36,554,700	11.82
Boat .....	399,500	1.44	15,675,200	5.07
<b>Total .....</b>	<b>4,407,400</b>	<b>15.93</b>	<b>235,545,600</b>	<b>76.14</b>
<b>Grand Total .....</b>	<b>27,666,500</b>	<b>100.00</b>	<b>309,358,200</b>	<b>100.00</b>

In Statement 10 visits of two days or less are grouped under one section as "Short-term traffic", and visits of longer duration are designated as "Long-term traffic". Some 4.4 million visits were of over 48 hours duration and accounted for 16 per cent of the total, a small increase over the previous year. Expenditures of this group advanced by 1.4 per cent and represented a slightly smaller proportion of the total than in 1955.

The pattern of American automobile travel in Canada for vehicles required to apply for travellers' vehicle permits appears in Tables 1 and 1A for the year 1956. The method of compilation makes it possible to examine this type of traffic according

to length of visit in considerable detail. Motorists entering Canada on travellers' vehicle permits normally contribute about 45 per cent of the receipts from residents of the United States travelling in Canada. When compared with similar tables for previous years, data appearing in Tables 1 and 1A show little change in general behaviour. The average length of stay for automobiles staying 3-7 days and 8-14 days has been the same for the past four years. The average length of stay for the group staying 15 days or longer declined slightly from 50.8 days in 1955 to 50.7 days in 1956.

In 1956 there was a continuation of the trend toward a higher proportion of the traffic in the

**STATEMENT 11. Average Visit of Non-Resident Motorists Travelling in Canada on Customs Permits<sup>1</sup>  
Classified as a Per Cent of Total Entries, 1954-1956**

Length of stay (Days)	Average length of stay			Per cent of total entries		
	1954	1955	1956	1954	1955	1956
				%	%	%
1 .....	1	1	1	35.4	35.5	35.3
2 .....	2	2	2	21.7	21.4	20.9
3- 7 .....	4.3	4.3	4.3	29.9	29.9	30.1
8-14 .....	9.9	9.9	9.9	9.0	9.0	9.3
15 and over .....	43.2	50.8	50.7	4.0	4.2	4.4
<b>Total .....</b>	<b>4.69</b>	<b>5.08</b>	<b>5.22</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

1. Exclusive of Commuters, summer residents and locals.

group staying 15 days or longer accompanied by a higher percentage in the groups staying 3-7 days and 8-14 days inclusive. The higher percentages of the volume appearing in the long-term classifications automatically reduced the percentage of one-day entries by 0.2 per cent and the two-day entries by 0.5 per cent. The higher proportion of traffic appearing in the long-term groups had the effect of extending the average length of visit to 5.22 days in 1956 as compared with 5.08 days in 1955. The increase in the length of visit amounts to nearly 3 per cent, leaving the average length of visit for the automobile classification appearing in Tables 1 and 1A, the highest it has been since 1948. An examination of the average length of visit during the past 10 years (excluding special groups such as summer residents, commuters, etc.) reveals the following:

Year	Average length of visit in days
1947 .....	5.39
1948 .....	5.28
1949 .....	4.99
1950 .....	4.80
1951 .....	4.51
1952 .....	4.62
1953 .....	4.58
1954 .....	4.69
1955 .....	5.08
1956 .....	5.22

Statement 12 shows the importance of each group from an expenditure viewpoint. The group staying from 3-7 days accounts for 41 per cent of the expenditures made by motorists as recorded in Tables 1 and 1A. Next in order of importance is the group staying from 8-14 days which contributed 26 per cent of the receipts from motorists recorded in the referred tables, although they account for only 9 per cent of the volume. The last group appearing in Statement 12, namely, persons staying over 15 days contributed 20 per cent of the receipts but only 4 per cent of the volume as compared with the first group with one day's stay which contribute only 5 per cent of the receipts but makes up 35 per cent of the volume. Motorists with 2 days' stay contribute 8 per cent of the receipts and account for 21 per cent of the volume. The average expenditure per car per day is also noted in Statement 12. The most significant change in the trend of average expenditures from the previous year was in the one-day class where an increase of 9 per cent was reported, although no change was recorded in 1955 when compared with 1954. The average expenditure per car per day advanced 6 per cent in the two-day classification and 2 per cent for the group staying from 3-7 days. There was a decline of nearly 5 per cent in the average expenditure per car per day for motorists staying 15 days or longer and a decrease of 1 per cent per car per day for motorists staying from 8-14 days.

Statement 13 shows a comparison on the length of stay and average expenditure per car per day by province of exit for the years 1954 to 1956 inclusive. Cars leaving Canada through ports in Saskatchewan spend more time in Canada than cars leaving through the other provinces, but the average expenditure reported for each visit is lower than that reported by cars leaving through ports in Alberta. The average expenditure per car per day also, is lower in

**STATEMENT 12. Average Expenditures of Non-Resident Motorists Travelling in Canada  
on Customs Permits<sup>1</sup> Classified by Length of Visit, 1954-1956**

Length of stay (Days)	Per cent of total expenditures			Average expenditure per car per day			Per cent change in average exp. per car per day in 1956
	1954	1955	1956	1954	1955	1956	
	%	%	%	\$	\$	\$	%
1 .....	5.2	5.0	5.3	7.43	7.43	8.10	+ 9.0
2 .....	8.0	7.8	7.9	9.33	9.66	10.24	+ 6.0
3- 7 .....	41.8	41.4	41.4	16.64	17.10	17.40	+ 1.8
8-14 .....	26.1	25.7	25.6	14.85	15.31	15.12	- 1.2
15 and over .....	18.9	20.1	19.8	5.54	4.99	4.76	- 4.6
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>10.83</b>	<b>10.41</b>	<b>10.37</b>	<b>- 0.4</b>

1. Exclusive of Commuters, summer residents and locals.

Saskatchewan than in most of the other provinces. Cars leaving Canada through ports in Quebec averaged the shortest visits in 1956 but expenditures per visit were higher than in Ontario. Expenditures per car per day were higher in Quebec than in the Maritimes, Ontario or Saskatchewan. With the exception of Ontario where the intransit traffic is a contributing factor, provinces with the longest visits tend to have the lowest average expenditure per car per day. Another possible exception to this

ruling is the province of Alberta where the length of visit and the average expenditure per car per day are both relatively high, thereby explaining the high averages for the province as they appear in Statement 3. The highest average expenditure per car per day occurs in British Columbia each year, but the comparatively short visits had the effect of keeping the average for this province somewhat lower than the average for Alberta or Saskatchewan.

**STATEMENT 13. Average Expenditures of Non-Resident Motorists Travelling in Canada  
on Customs Permits<sup>1</sup> Classified by Province of Exit, 1954-1956**

Province of exit	Length of stay (Days)			Average expenditure per car per day		
	1954	1955	1956	1954	1955	1956
				\$	\$	\$
Atlantic Provinces .....	6.0	9.1	10.3	12.28	8.59	8.73
Quebec .....	4.4	4.7	4.5	12.37	12.06	12.15
Ontario .....	4.4	4.6	4.8	9.00	9.33	9.00
Manitoba .....	5.9	6.6	6.9	11.11	10.34	10.56
Saskatchewan .....	10.5	11.0	10.8	8.52	9.07	9.02
Alberta .....	7.6	8.5	8.2	15.02	13.56	12.98
British Columbia .....	4.8	4.9	5.0	16.16	15.62	15.60
<b>Canada .....</b>	<b>4.7</b>	<b>5.1</b>	<b>5.2</b>	<b>10.83</b>	<b>10.41</b>	<b>10.37</b>

1. Exclusive of commuters, summer residents and locals

### Special Survey of Non-Resident Travel Behaviour in Canada

The survey to determine some of the characteristics of foreign travel in Canada which was initiated as an experiment in 1955 was extended in 1956. This survey was conducted to supplement information that was already collected from the triplicate copies of all travellers' vehicle permits issued by the customs officers at ports of entry into Canada from the United States. Some 75,000 questionnaires were mailed to residents of the United States who had returned from Canada during the months of July and August. The provincial distribution was made on the basis of the number of travellers' vehicle permits issued by each province and the ports selected were on well-established routes between the two countries and spaced to give a geographical distribution according to volume of traffic. The selection was restricted to automobile traffic entering Canada on travellers' vehicle permits which is the most important group when analyzed by type of transportation. Motorists entering Canada on travellers' vehicle permits contribute over 44 per cent of our receipts from residents of the United States, however, some 87 per cent of this amount is received from persons who stay in Canada for 3 days or over. The selection of names was made with the idea of soliciting most of the response from the long-term traffic as it is a more important source of receipts. The questionnaire asked for information on the purpose of visit, accommodation used in Canada, a breakdown of expenditure for various purposes and total expenditures in Canada, the length of visit at destination and enroute through Canada, the approximate mileage in Canada, if their impressions were favourable or unfavourable and whether it was their first visit to Canada.

Altogether, some 23,000 questionnaires were completed and returned representing a response of about 31 per cent. Approximately 93 per cent of the replies were from Americans who had spent 3 days or longer in Canada, but it should be noted that the returns from the questionnaires did not show precisely the same pattern as the travellers' vehicle permits when the length of stay is examined in detail. Consequently, some reservations must be attached to the results of the special survey, particularly as regards its representativeness of all traffic entering Canada on travellers' vehicle permits.

A comparison follows of the patterns shown in the two sources of data by length of stay. By deducting the one and two day classifications appearing in Table 1 and treating the remainder as a group, we find that 26 per cent of the long-term automobiles stayed 3 days in Canada, but in the special survey only 10 per cent of the questionnaires reporting long-term visits were in the 3 day classification. In a more direct comparison of the travellers' vehicle permits surrendered in July and August rather than the total for the year as appearing in Table 1, we find that 23 per cent of the permits surrendered in these two months were in the 3 day class. In July and August some 58 per cent of the travellers'

vehicle permits showed visits of from 3 to 6 days inclusive, but only 37 per cent of the questionnaires returned by mail showed the same length of stay. There was also an undercoverage in the 8 day classification. The discrepancy in the opposite direction was more pronounced in the 7 day, 10 day and 14 day classifications where the concentrations formed a relatively higher percentage of the aggregate, thereby showing an excessive coverage in these classifications.

There is also an excessive coverage, but to a lesser degree, in the 16 day and 21 day classifications. It is possible there may be a tendency for the respondents to think in terms of a week or two weeks away from home or the other alternative of a long weekend plus a weeks' vacation, but part of this time may be spent travelling in the United States whereas the customs' date stamp of entry and departure gives the true length of stay within Canada. Discrepancies appearing for the other lengths of stay were of a minor nature and the questionnaires in this respect might be considered as carrying a reasonably adequate weight in the aggregate group of 3 days and over classes when used for some purposes. However, in using the following results of the special survey it should always be borne in mind that the data are derived from a sample which may be subject to qualifications which are not always apparent.

More Americans reported their first visit to Canada in 1956 than in the previous year. A comparison showed that 17 per cent of the questionnaires reported their first visit but only 14 per cent reported their first visit in 1955. Some 24 per cent of the visitors entering Canada through ports in Alberta reported their first visit to Canada and 22 per cent of the motorists entering through ports in Quebec reported a first visit. Nova Scotia and New Brunswick, on the other hand, showed 12 per cent and 9 per cent respectively of their visitors arriving for the first time. An analysis on the basis of length of stay showed that 27 per cent of the questionnaires with two days or less in Canada were reporting on their first visit as compared with 17 per cent reporting their first visit in the group staying for 3 days or longer.

An examination of the purpose of the visit to Canada revealed that 21 per cent of the questionnaires with visits of 3 days or longer reported more than one purpose and 79 per cent reported one purpose only. Some 82 per cent of the latter group gave recreation as their main reason for visiting Canada while 16 per cent of this group came for the purpose of visiting friends or relatives and 1 per cent on business. Visits for the purpose of education, shopping or "other" reasons not specified were of minor importance in attracting residents of the United States to Canada. The 1956 survey showed that a much higher percentage of the questionnaires reported recreation as the purpose of visit and lower

**STATEMENT 14. Purpose of Visit<sup>1</sup> Reported by Americans Visiting Canada, Special Survey 1956**

Province of Entry	Percentage of persons reporting main purpose of trip					
	Business	Education	Shopping	Recreation	Visiting friends or relatives	Other
	%	%	%	%	%	%
Nova Scotia .....	0.6	0.4	—	76.8	22.2	—
New Brunswick .....	0.7	0.1	—	65.3	33.9	—
Quebec .....	2.2	0.2	—	72.5	24.0	1.1
Ontario .....	1.0	0.2	0.1	85.2	13.4	0.1
Manitoba .....	0.8	—	0.3	68.0	30.9	—
Saskatchewan .....	2.2	2.9	—	33.6	61.3	—
Alberta .....	3.8	—	—	83.1	11.3	1.8
British Columbia and Yukon Territory .....	2.1	0.5	0.1	81.1	14.7	1.5
<b>Canada Total</b> .....	<b>1.3</b>	<b>0.3</b>	<b>0.1</b>	<b>81.7</b>	<b>16.3</b>	<b>0.3</b>

1. Questionnaires reporting one purpose of trip and 3 days or more in Canada.

percentages for other reasons. The purpose of trip varied according to province of entry as shown in Statement 14. Alberta attracted the highest percentage of visitors on business trips followed by Saskatchewan and Quebec. A greater percentage of the entrants to Saskatchewan were for the purpose of visiting friends or relatives than in other provinces although a substantial number of the trips to New Brunswick, Manitoba, Quebec and Nova Scotia, were for the same purpose. Statement 14 shows the purpose of visit as declared by residents of the United States entering Canada through ports in the various provinces. Recreation as the purpose of visit was given by some 85 per cent of the respondents entering through ports in Ontario, followed by Alberta and British Columbia showing 83 per cent and 81 per cent respectively.

A breakdown between adults and children visiting Canada was also obtained from the survey. In 1956 some 74 per cent of the persons covered by the questionnaires were adults and 26 per cent were children. In 1955 the corresponding breakdown was 83 per cent adults and 17 per cent children. On a provincial basis Nova Scotia had the highest percentage of adults followed by Quebec, New Brunswick and Alberta in the order given. When questionnaires reporting children in the party were examined separately from adults only, visits to friends and relatives was checked more frequently than were questionnaires showing adults only. Education was also reported more frequently on forms including children in the party but recreation, although diminishing slightly in importance, still remained as the main reason for the trip to Canada.

It has already been pointed out that there was an undercoverage in the response from the survey in the 3 to 6 days and also the 8 day classifications and too high a proportion in the 7 day, 10 day and

14 day groups. For this reason the average length of stay as compiled from the survey is longer than the length of stay as determined from the travellers' vehicle permits showing the date of entry and date of exit from Canada for each vehicle. The length of visit as compiled from the questionnaires showed 8.4 days at destination and 3.8 days travelling enroute to and from destination or a total of 12.2 days in Canada. If the one and two days are deducted from Table 1, we find that the average length of stay for cars 3 days or over in Canada amounted to 10.2 days. The length of visit varied considerably according to the purpose of trip. Persons travelling on business reported 13 days' stay with an additional 4 days enroute to and from destination. Visitors travelling for recreation averaged 8 days at destination and 4 days enroute while persons visiting friends or relatives reported 8 days at destination and 3 days enroute. The length of stay for the aggregate of all purposes was close to the average for recreation as they accounted for a high percentage of the total. On a provincial basis the average length of stay at destination was greatest in Saskatchewan, where some 12 days were reported with 5.6 days travelling enroute or a total of over 17 days. A good deal of the discrepancy between this average and the length of stay in Statement 13 is explained by the fact that the one and two day traffic is included in all data appearing in the statement but data on length of stay from questionnaires is confined to the 3 days and over group. Visitors to Nova Scotia reported 11 days at destination and 5.6 days enroute or a total of 16.6 days in Canada followed by New Brunswick with 8.9 days at destination and 5.8 days enroute. The shortest visits were reported for Quebec province where the length of stay reported at destination amounted to 6.2 days with 3.9 days travelling enroute. The average time required for travelling enroute to and from destination was lower in Ontario than in other provinces,

being 3.1 days. The average time spent in Canada amounted to approximately two-thirds of the average vacation as reported and about one-half of the average vacation was spent at the destination in Canada.

In examining the type of accommodation used, it should be kept in mind that the survey covered automobile traffic entering Canada on travellers' vehicle permits only; non-automobile transportation was not included. Confirming the results obtained from the previous survey conducted in 1955 the motel or motor court continued to be the most popular type of accommodation for the automobile traveller. In 1956 over 30 per cent of the questionnaires reporting visits of 3 days or longer checked motels as accommodation used and 20 per cent stayed with friends or relatives. Since less than 17 per cent of the respondents reported visits to friends or relatives as the purpose for making the trip, it must be assumed that over 3 per cent were induced to make the trip for other motives but they stayed with friends or relatives while in Canada. Some 19 per cent of the entrants stayed in hotels or resorts and 18 per cent stayed in cottages. Nearly 6 per cent camped out, 4 per cent used accommodation in tourist homes, 1 per cent lived in trailers and 2 per cent reported other types of accommodation not already specified.

The type of accommodation varied according to the purpose of trip. Over 55 per cent of the persons travelling on business stayed in hotels or resorts, and 28 per cent reported motel or motor court accommodation. More diversified accommodation was used by the main group of respondents, namely the persons travelling for recreation. Over 34 per cent of the persons travelling for recreation stayed at motels or motor courts and 25 per cent vacationed in cottages. Some 22 per cent stayed in hotels or resorts and between 7 and 8 per cent camped out. The other important segment of visitors, namely the motorists touring Canada for the purpose of visiting friends and relatives did not spend all of their time with friends or relatives. Nearly 74 per cent of this group received their accommodations from friends or relatives and about 15 per cent checked accommodation in motels or motor courts. No doubt there were a few instances where friends would not be in a position to provide the necessary accommodation at destination, in addition to other accommodation that would be required enroute.

There was also a difference in the type of accommodation reported by province of entry. With the exception of Saskatchewan the motel or motor court appeared as the most popular type of accommodation. Over 39 per cent of the respondents entering Canada through ports in British Columbia stayed in motels, while 36 per cent of the entries through Quebec and 35 per cent entering into Alberta also reported this type of accommodation. Only 25 per cent of the respondents entering via Saskatchewan stayed in motels. Hotels or resorts in the province of Quebec provided accommodation for a higher percentage of the motorists entering

on travellers' vehicle permits than in any other province. Hotels or resorts accounted for 24 per cent of the respondents entering through Quebec, between 22 and 23 per cent via Nova Scotia, and 21 per cent of the number arriving via Alberta. Statement 15 shows that a higher percentage of the entries via Nova Scotia stayed in tourist homes than in any of the provinces. There was a wide variation in the number of Americans using this type of accommodation, from less than 2 per cent in Saskatchewan to between 12 and 13 per cent in Nova Scotia. Tourist homes were also popular in Quebec and New Brunswick. Cottages proved more popular in Ontario than in any other province with 26 per cent of the respondents staying in vacation cottages, while in Manitoba some 10 per cent used this type of accommodation. In all the other provinces less than 10 per cent of the respondents stayed in vacation cottages. Camping out appears to be more popular in Alberta and British Columbia where 16 per cent and between 11 and 12 per cent respectively used this type of accommodation. The trailer coach follows a somewhat similar pattern and is more popular in Alberta and British Columbia. Approximately 5 per cent of the visitors to Alberta and 3 per cent to British Columbia reported they had stayed in trailers. Less than 1 per cent of the visitors to each of the four eastern provinces from Nova Scotia through Ontario inclusive used trailers for accommodation. Considerable variation appears between the different provinces in the percentage of respondents staying with friends or relatives. In Saskatchewan nearly 43 per cent of the visitors stayed with friends or relatives as compared with 28 per cent in the provinces of New Brunswick and Manitoba. Relatively few of the entries via Alberta and British Columbia stayed with friends or relatives while in Canada. Tabulations of accommodations used by visitors staying less than 3 days in Canada showed that some 56 per cent used motels for their accommodation, followed by 16 per cent in hotels and 13 per cent with friends or relatives. About 5 per cent camped out and 5 per cent stayed in tourist homes but few persons used other types. It should be pointed out, of course, that the accommodation used is influenced to a degree by the type available in certain areas. As an example, the motel or motor court may have developed more rapidly in some provinces, making this type of accommodation more readily available.

Persons selected for the special survey were also asked to report the approximate number of miles travelled in Canada. Tabulation of the mileage in Canada revealed no appreciable trend according to purpose of trip but the mileage increased as the length of visit was extended. The average mileage reported on questionnaires reporting one and two days' stay was 290 miles per trip. Persons staying 3 days or longer reported approximately 785 miles per trip. A comparison of the mileage reported by province of entry shows the province of Quebec averaged shorter trips than any of the other provinces. Motorists staying 3 days or longer in Quebec averaged some 650 miles per trip and Ontario slight-

**STATEMENT 15. Accommodation Used by Residents of the United States While Travelling in Canada<sup>1</sup>  
Special Survey 1956**

Province of entry	Hotel or resort	Motor court or motel	Tourist home	Vacation cottage	Camp out	Trailer coach	Visiting friends or relatives	Other
	%	%	%	%	%	%	%	%
Nova Scotia .....	22.5	31.0	12.5	5.5	2.6	0.3	23.1	2.5
New Brunswick .....	13.5	34.4	8.8	6.8	5.5	0.5	28.3	2.2
Quebec .....	24.0	35.6	9.5	4.1	2.0	0.4	22.2	2.2
Ontario .....	17.3	26.8	3.2	26.0	4.5	0.7	19.4	2.1
Manitoba .....	19.8	30.8	2.9	10.0	5.7	2.0	28.1	0.7
Saskatchewan.....	16.6	25.2	1.6	5.0	5.6	2.0	42.7	1.3
Alberta .....	21.0	35.3	7.0	3.9	15.7	4.8	11.5	0.8
British Columbia and Yukon Territory .....	19.8	39.3	1.8	7.9	11.5	2.8	15.1	1.8
<b>Canada Total .....</b>	<b>18.4</b>	<b>30.4</b>	<b>4.4</b>	<b>18.0</b>	<b>5.7</b>	<b>1.2</b>	<b>19.9</b>	<b>2.0</b>

1. Visits of 3 days or over in Canada.

ly higher with an average of 690 miles. Respondents entering through provinces not specified travelled much farther than the average for Canada. The average for the province of Alberta amounted to some 1,490 miles but this is influenced by traffic intransit to Alaska. Americans entering Canada through the Yukon Territory are largely intransit from Alaska and average close to 2,400 miles per trip.

Expenditures showed considerable variation according to purpose of trip. Persons on business reported the highest average expenditure per trip followed by persons stating recreation as the purpose of visit. Persons visiting friends or relatives reported the lowest expenditure per trip although the average length of stay was almost as long as that reported by the group stating recreation. The provincial breakdown did not reveal any appreciable trend in that direction.

The questionnaires asked information on the approximate breakdown of expenditure on the following items: transportation, food and beverages, lodging, handicrafts and souvenirs, other merchandise and a sixth item to include expenditure not already specified. Final tabulations of the forms giving breakdown on expenditures showed that 31 per cent of each dollar went for food and beverages which is the same percentage as reported in the 1955 survey. Approximately 24 per cent of each dollar went for lodging and 16 per cent for transportation costs as compared with 22 per cent and 15 per cent respectively in the former survey. Some 8 per cent of the travel dollar went for handicrafts and souvenirs in 1956 as compared with 7 per cent in 1955. The same proportion of the travel dollar went for other merchandise in 1956 as in 1955, namely 12 per cent but a smaller amount in 1956 went for expenses not specified. About 9 per cent

of the expenses were not specified in 1956 as compared with 13 per cent in 1955. It should be noted that the changes in breakdown of the travel dollar were of a minor nature when compared with the previous survey.

The breakdown of expenditures was influenced to some extent by the purpose of visit. Persons on business spent more on transportation, lodging, food and beverages but less on souvenirs, other merchandise and "other" expenses. The breakdown for persons on recreation followed the general pattern quite closely, but persons visiting friends or relatives spent more of their dollar for transportation, souvenirs and other merchandise and much less on lodging than the aggregate for all types. Persons spending one or two days in Canada spent more of their dollar on transportation, handicrafts and other merchandise but less on food, lodging and "other" incidentals. Less of the travel dollar went for transportation in Quebec and Ontario, reflecting the lower mileage reported for these provinces consequently, a greater percentage was allotted for lodging, food, beverages, etc. The breakdown of expenditures in the other provinces followed the aggregate for Canada very closely.

Answers to the question on destination in Canada showed considerable variation according to province of entry. More consideration was given to the geographical distribution for each province in selecting the names for the mailing list in 1956. The data on destination shows a different pattern for some of the provinces in 1956, but the change in distribution and the increase in the number of forms mailed in the survey should make the data more representative than the original survey. Data on destination compiled from the survey in 1956 is restricted to the traffic staying 3 days or over in

Canada as it is assumed that a very high percentage of one and two day entries would remain within the province of entry. It should be emphasized that the percentages shown in Statement 16 of travel to destinations beyond the province of entry do not necessarily bear a close relation to the proportions of expenditures or duration of visits covered, because of the great diversity of routes and varying circumstances involved.

With the exception of New Brunswick, the destination reported by the majority of the questionnaires was within the province of entry as shown in Statement 16. Only 28 per cent of the persons entering Canada through the province of New Brunswick gave their destination within the province; 40 per cent went to Nova Scotia, 15 per cent to Prince Edward Island and 13 per cent to the province of Quebec. The ferry service from Bar Harbour, Maine to Yarmouth, Nova Scotia which started in 1956 has made it possible for automobiles to enter Nova Scotia direct from the United States and this affected the provincial distribution in the Maritime Provinces in comparison with the previous year. Statement 16 shows that 86 per cent of the persons entering through Nova Scotia gave their destination within the province; 5 per cent gave destinations in Quebec and 3 per cent in each of Prince Edward Island and New Brunswick.

Data on entries into Quebec from the 1956 survey shows a somewhat different provincial distribution from 1955 but should be more representative of the aggregate for the province. In 1955 traffic via Blackpool and Rock Island was not included in the sample. However, the port of Blackpool accounted for over 25 per cent of the vehicles entering Canada through the province of Quebec in 1956 and, therefore, should be represented in any sample of traffic for the province. Many vehicles entering via Blackpool are destined to Ontario and, no doubt, this factor has been responsible for the increase in the percentage of destinations in Ontario via the province of Quebec. The 1956 survey showed that 68 per cent of the entries through Quebec gave destinations within that province and 25 per cent were destined for Ontario. Nearly 5 per cent of the respondents entering through Quebec gave destinations in New Brunswick. A different impression is gained from the exchange of traffic between Quebec and Ontario when a detailed examination is made. Statement 16 indicates that on a percentage basis Ontario stands to gain from the exchange of traffic but, if the survey is representative, Quebec actually receives more vehicles entering through Ontario than Ontario receives as entries through Quebec. Applying the data from Statement 16 to the number of entries staying 3 days or over, it would appear that it drew more travellers from Ontario and New Brunswick than it lost to either of these provinces.

**STATEMENT 16. Destination Reported by Residents of the United States After Remaining Three Days or Over in Canada, Special Survey 1956**

Province of Destination in Canada	Province of Entry into Canada								
	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia	Yukon Territory
	%	%	%	%	%	%	%	%	%
Newfoundland.....	—	0.8	0.1	—	—	—	—	—	—
Prince Edward Island .....	3.3	14.6	1.5	0.1	—	—	—	—	—
Nova Scotia .....	86.3	40.1	—	0.8	0.2	—	—	—	—
New Brunswick .....	3.3	27.6	4.6	0.2	—	—	—	—	—
Quebec .....	5.4	13.4	68.1	12.6	0.4	0.5	0.1	0.1	—
Ontario .....	1.7	3.2	25.0	84.3	14.9	1.0	0.7	0.5	—
Manitoba .....	—	—	0.3	1.0	62.3	2.5	2.4	0.4	—
Saskatchewan .....	—	0.1	—	0.2	6.9	68.9	3.5	1.4	—
Alberta .....	—	—	0.2	0.4	8.7	16.6	64.9	18.5	9.4
British Columbia .....	—	0.2	0.2	0.3	4.4	6.0	17.1	74.3	6.2
Yukon Territory .....	—	—	—	—	—	—	0.4	0.3	9.4
Intransit .....	—	—	—	0.1 <sup>1</sup>	2.2 <sup>1</sup>	4.5 <sup>1</sup>	10.9 <sup>1</sup>	4.5 <sup>1</sup>	75.0 <sup>2</sup>
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

1. Intransit to Alaska.

2. Intransit to United States.

Some 84 per cent of the respondents entering through ports in Ontario gave destinations within the province; 13 per cent went to Quebec and 1 per cent to Manitoba. There was also a change in the ports used as a source of the mailing list for Ontario, making it more representative of the larger ports and a broader geographical distribution.

More than 62 per cent of the respondents entering through ports in the province of Manitoba gave destinations within the province; 15 per cent were destined to Ontario, 9 per cent to Alberta and 7 per cent to Saskatchewan. Although 15 per cent of the respondents entering through Manitoba gave destinations in Ontario as compared with 1 per cent of the entries in Ontario travelling to Manitoba, an examination of the number of vehicles involved would indicate that more vehicles travelled from Ontario to Manitoba than traffic moving in the opposite direction.

Some 69 per cent of the entries into Saskatchewan gave destinations in the same province; 17 per cent went to Alberta and 6 per cent to British Columbia. In Alberta 65 per cent gave destinations within the province; 17 per cent were going to British Columbia and 4 per cent to Saskatchewan. About 11 per cent of the respondents entering Canada through ports in Alberta were intransit to Alaska.

A slightly higher proportion of the cars entering through ports in British Columbia, namely 74 per cent, gave destinations within the province; between 18 per cent and 19 per cent reported destinations in Alberta and 5 per cent were intransit to Alaska. Some 75 per cent of the respondents from the survey entering Canada through the Yukon Territory were travelling intransit through Canada to destinations in the United States. As previously explained, all data on destination referred to above is restricted to visits of 3 days or over in Canada. No doubt a much higher percentage of the short-term visits, staying less than three days in Canada, would be restricted to the province of entry.

The questionnaires also invited persons to offer comments on their visit to Canada broken down into complaints and unfavourable experiences along with favourable impressions of their trip. Many

of the returns had both favourable and unfavourable comments to offer and few questionnaires failed to make some remark about their trip to Canada. Some 90 per cent of the questionnaires offered favourable comments and 10 per cent did not make a favourable comment. About 34 per cent of the questionnaires made complaints of some kind while 66 per cent had no complaints to offer.

Of the 34 per cent of the questionnaires recording complaints about their visit to Canada, the nature of the complaint varied somewhat according to province of destination but most common with all provinces was road conditions. Nearly 42 per cent of the complaints were about road conditions. The majority of these were about the poor condition generally but many complaints received stated the stretches under construction at one time were too long. Many also complained about our careless drivers. Over 10 per cent of the complaints were about the food and restaurant service they received and 9 per cent disliked accommodation facilities. Between 10 and 11 per cent of the complaints referred to the discount on the United States dollar, particularly the lack of a uniform rate for all areas and 5 per cent found prices too high. Some 7 per cent of the complaints had to do with fishing in Canada. On approximately 14 per cent of the questionnaires with unfavourable impressions, a wide variety of complaints were recorded but none of sufficient importance to list as a separate category.

Of the 90 per cent who offered favourable comments, the most frequent remark which appeared on 34 per cent of these forms, was the scenery of Canada. Some 28 per cent of the visitors were impressed with the hospitality and courtesy they received and 10 per cent were pleased with their fishing in Canada. About 11 per cent found our roads in good condition; nearly 4 per cent mentioned the beauty of our towns and cities and 4 per cent were impressed with our restaurants. Over 4 per cent stated they liked the accommodation they received, and 4 per cent mentioned our churches, shrines and historical sites. About 1 per cent of the favourable comments were of a miscellaneous nature such as the enjoyment they had from hunting, shopping, the Shakespearian Festival, the Canadian National Exhibition and many were interested in the R.C.M.P.

### Distribution of Travel Expenditures by Residents of the United States in Foreign Countries

Residents of the United States spent more on travel outside their own country in 1956 than in any previous year according to the United States Department of Commerce. The amount spent on foreign travel amounted to \$1.8 billion, an increase of 12½ per cent over the previous year. The relative increase was somewhat lower than in 1955 when a 15 per cent increase was recorded but, in dollar terms, the rise in the two years was about the same. Foreign travel is one of the consumer expenditures that has shown an exceptionally large expansion in

recent years according to reports from the Department of Commerce but domestic travel has also experienced a boom in the same period.

Included in the aggregate of \$1.8 billion are transportation charges amounting to \$539 million, of which approximately \$301 million or some 56 per cent went to American airlines and shipping companies covering transportation between the United States and foreign countries. Approximately \$238 million or 44 per cent of the transportation costs

went to foreign lines which is about the same breakdown between foreign and American carriers as that experienced in 1955. Aggregate transportation costs advanced \$80 million or about 17 per cent when compared with the previous year while expenditures within other countries were between 10 and 11 per cent higher. The dollar income of foreign countries from residents of the United States travelling abroad amounted to \$1.5 billion including the amount collected by foreign ship and plane operators.

There has been a marked similarity between Canada and the United States in the development of overseas travel. Visits to overseas countries have risen at an accelerated rate compared with visits to adjoining countries. For the fourth year in succession, Canada received a smaller portion of United States expenditures on travel in other countries than Europe and the Mediterranean areas, with the margin widening each year. In 1952 Canada received about the same amount of United States travel expenditures as Europe and the Mediterranean countries but the margin has widened each year to a difference of \$157 million in 1956. The United States Department of Commerce has estimated that, exclusive of transportation costs, Americans spent \$473 million in Europe and the Mediterranean countries and \$316 million in Canada in terms of United States dollars. The breakdown by country for Europe and the Mediterranean area shows that Italy, France and the United Kingdom received the greatest share of United States travel dollars. In 1956 Italy received \$94 million from 259,000 Americans; France received \$85 million from 300,000 travellers and the United Kingdom was in third place with \$82 million from 279,000 United States visitors. Estimates show that expenditures in European and Mediterranean countries advanced 10 per cent in the past year as compared with a 3 per cent gain in Canada in terms of American dollars.

The average American travelling to Europe in 1956 spent about \$1,565 or 2½ per cent more than the average per trip in 1955. This amount was divided as follows: \$660 on transatlantic fares and \$905 in Europe. Americans travelling by vessel spent slightly over \$1,000 per person per trip in Europe, while air travellers averaged about \$830 per person. The lower expenditures for air travellers reflect a shorter stay in Europe. In 1956 the average length of stay of plane travellers in Europe was 43 days while ship travellers stayed 71 days. There was also a wide discrepancy in the pattern of travel between foreign-born and United States-born travellers. Thirty-seven per cent of all United States residents travelling to Europe were foreign-born. They stayed about 70 days compared to 47 days for United States-born travellers but they spent about one third less per trip.

The purpose of travel to European and Mediterranean countries as reported by residents of the United States followed a pattern somewhat similar to that reported by Canadians as shown elsewhere in this report. More than half of the Americans vi-

siting Europe went for recreation; 28 per cent went to visit friends or relatives and 13 per cent reported business trips. The majority of persons travelling for recreation went by air and persons on business also showed a marked preference for air travel. More persons visiting friends and relatives went by sea rather than by air and they usually reported tourist-class transportation. Most persons on business used first class accommodations while persons on recreation used more tourist than first-class accommodation on planes and ships.

On a percentage basis, European and Mediterranean countries received about 37 per cent of the total amount spent within countries abroad in 1956, about the same proportion as in 1955. During the same year Canada received about 25 per cent compared with nearly 27 per cent in 1955. Mexico received about the same percentage of the aggregate as the previous year, namely around 22 per cent. The West Indies and Central America improved their position in 1956 and received between 10 and 11 per cent of the total as compared with 9 per cent in 1955. The remaining countries, including South America, received close to 6 per cent of the aggregate in 1956 as compared with 5 per cent the previous year. Travel payments to the West Indies and Central America by residents of the United States advanced 25 per cent in 1956 as a total of \$134 million was recorded for this area. On a percentage basis, countries in South America showed a more substantial gain of 32 per cent as receipts from United States travellers advanced from \$22 million in 1955 to \$29 million in 1956. The greatest percentage gain appeared in the Far Eastern region where an advance of 33 per cent was recorded as receipts increased from \$33 million to \$44 million during the year.

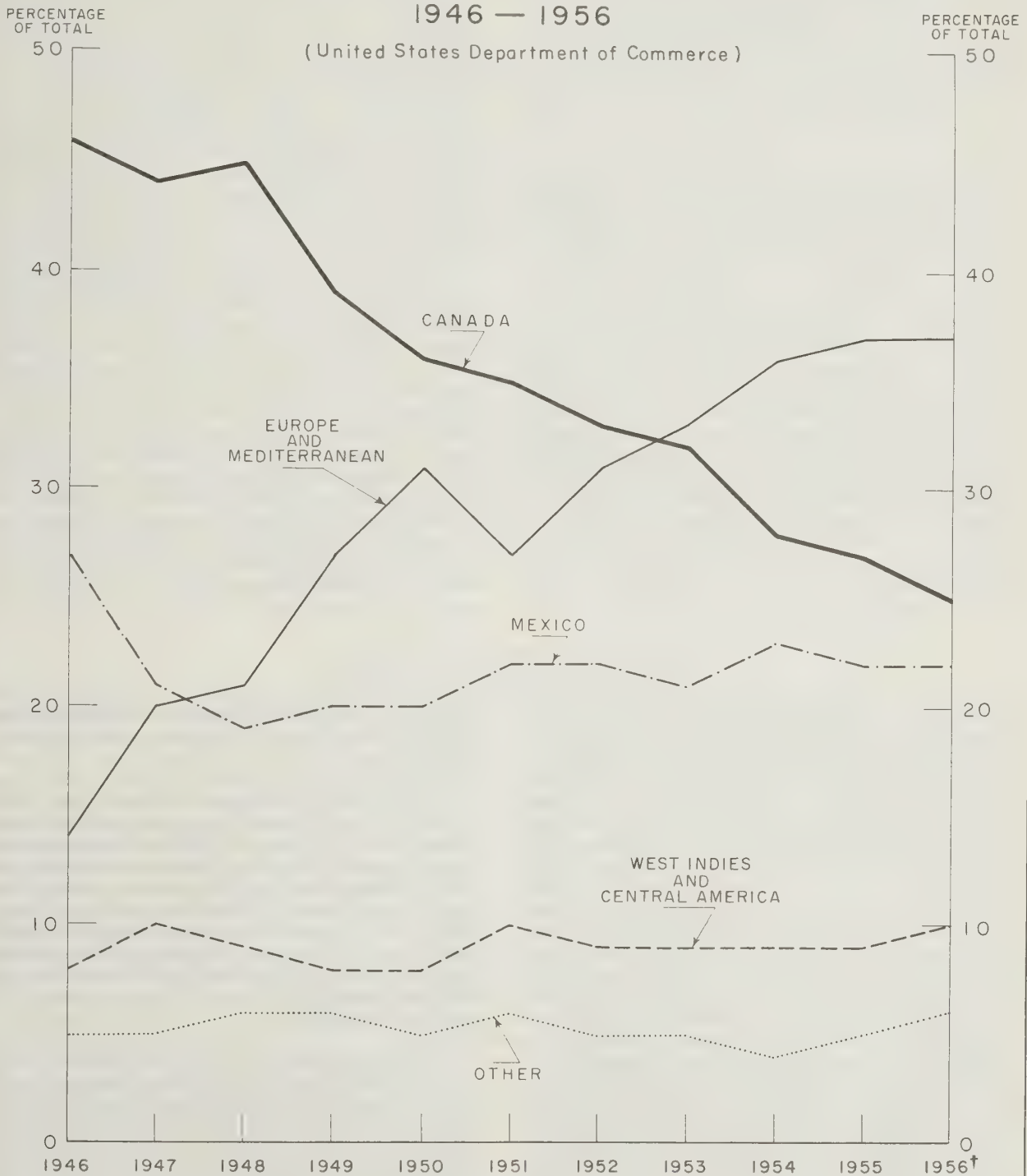
The United States Department of Commerce has estimated that purchases by foreign visitors in the United States, including fares paid to United States carriers, amounted to \$770 million in 1956. Compared with the trade in commodities of the United States with other countries, the receipts from foreign travel amounted to more than the exports of all cotton or electrical machinery and apparatus and about as high as the exports of all passenger cars and trucks. Estimates of Canadian expenditures on travel in the United States indicate that residents of Canada spend more on travel in that country than persons from all other foreign countries combined as they contributed well over half of the United States receipts from foreign travel.

Receipts from residents of the United States travelling in Canada have the same effect on Canada's balance of international payments as the commodities exported to that country. The amount of travel that Canada "sold" to the United States in 1956 was second only to the exports of newsprint paper valued at \$615,942,000. Canada received more from the sale of travel to residents of the United States in 1956 than the amount of planks and boards that were exported, valued at \$252,594,000 and

CHART I

# DISTRIBUTION OF TRAVEL EXPENDITURES\* IN FOREIGN COUNTRIES BY RESIDENTS OF THE UNITED STATES 1946 — 1956

(United States Department of Commerce)



\* EXPENDITURES ARE EXCLUSIVE OF PAYMENTS TO OVERSEAS COUNTRIES FOR TRANSPORTATION TO AND FROM THE UNITED STATES

† DATA FOR 1956 ARE SUBJECT TO REVISION

ranking second in commodity exports for the year 1956. In 1956 Canada's receipts from residents of the United States travelling in Canada were about equal to the exports of wood pulp, pulpwood and shingles to that country valued at \$310 million. More benefits are received from the sale of travel in Canada to residents of other countries than are often appreciated as travel indirectly benefits many sections of the business and economic life of Canada. Many Canadian industries are interested in promoting travel in Canada for the benefits they receive indirectly although their operations are not directly concerned.

Some of the most unsuspecting people benefit from the travel industry. Special surveys on non-resident travel behaviour in Canada during 1955 and 1956 described in this report have shown that approximately 31 per cent of each dollar spent on travel in Canada went for food and beverages. Our first thought would be of the restaurants and other establishments serving meals, but where does their supply of food come from? If it were possible to segregate all the bread, milk, meat, eggs and vegetables, etc. that are consumed by persons while travelling in Canada, whether they are non-residents or residents, the total no doubt, would surprise many persons who do not think of the farmer as benefiting from the travel industry. In addition to the farmer whose produce was used, the employees and proprietor of the establishment all receive part of the travel dollar. Our special surveys have also pointed out that between 22 per cent—24 per cent of the travel dollar went for lodging while in Canada. This is also distributed over many recipients such as

motels, hotels, tourist homes, cottages etc. giving direct employment to many persons and indirect benefit to a host of others, to mention a few; the construction worker on new establishments, the industrial worker who is employed in the manufacture of furniture, equipment, supplies etc. and many others who benefit indirectly. Transportation costs accounted for around 15-16 per cent of the cost of travelling in Canada. Persons travelling from one part of Canada to another in their automobiles require gasoline and oil; tires and batteries may have to be replaced or repairs may be required, which represents additional business for garages and service stations and the benefits are extended far beyond the place where the purchase is made. The oil well in Alberta may receive part of the dollar that was left at the service station, the provincial government will benefit from the tax on gasoline or the factory worker who is engaged in the manufacture of tires or batteries may also benefit from the additional revenue at the service station. The special survey indicated each year that approximately 12 per cent of the travel dollar went for the purchase of merchandise and about 8 per cent for handicrafts and souvenirs. It is difficult to measure accurately the value of the travel industry to the economy of Canada as the benefits are extended indirectly to a host of persons across the country from the fisherman in Newfoundland to the lumberman in British Columbia. An outstanding feature of receipts from the sale of travel is that the scenery of Canada can be exported to residents of other countries year after year without depleting any of our natural resources, a characteristic that is not possible in many other industries.

### Canadian Travellers in the United States

There was a further expansion in travel to the United States by residents of Canada during the year 1956. Total re-entries of Canadians returning from visits to the United States numbered 27.1 million, a gain of more than 9 per cent or an additional 2.3 million crossings as compared with the previous year. The data for 1956 constitutes a new record in the number of Canadian visits to the United States. The states of Florida and California are popular vacation areas for Canadians during the winter months and more Canadians appear to take this kind of holiday each year. During the first quarter of 1956 there was an advance of 24 per cent in the total number of re-entries as compared with the same period of 1955. A more moderate increase was recorded in the other three quarters with a gain of 7 per cent in the second and third quarters and 5 per cent in the fourth quarter. The expansion for the year was more noticeable in the short-term traffic where a 10 per cent gain was recorded as compared with an increase of between 5 and 6 per cent in the long-term visits. But both of these broad categories of Canadian travel were not far short of the corresponding movements of visitors from the United States to Canada. There were, for example, some 4,276,900 returning Canadians in the long-

term group of entries in Statement 17 compared with 4,407,400 visits from the United States shown in Statement 10.

A new peak was reached in the amount spent by residents of Canada on travel in the United States. The new record of \$391 million represents an additional \$28 million when compared with the previous record attained in 1955. Most of the additional expenditures in 1956 appeared in the long-term traffic where the increase amounted to \$24 million or nearly 8 per cent. Short-term travellers spent an extra \$4 million during 1956 but percentage-wise the increase was similar to that recorded for the long-term traffic.

Canadians spent an average of \$78.79 per visit in the United States in the long-term category during the past year and \$2.37 per visit for all short-term visits as shown in Statement 17. If the long-term and short-term traffic are taken as a unit, Canadians spent an average of \$14.44 on each visit to the United States in 1956. Compared with 1955, the average expenditure on long-term visits advanced 2 per cent and the average for short-term visits declined 2 per cent, leaving the average for all

STATEMENT 17. Expenditures of Canadian Travellers in the United States by Length of Stay, 1956

Mode of travel	Number of persons	Per cent of grand total	Expenditures <sup>1</sup>	Per cent of grand total
		%	\$	%
Short-term traffic:				
Motorists:				
24 hours or less .....	16,333,800	60.32	28,759,200	7.36
Over 24 hours and under 48 hours .....	870,500	3.21	9,274,100	2.37
Rail intransit .....	5,500	0.02	---	---
Other travellers (pedestrians, local bus etc.) .....	5,590,000	20.65	16,086,300	4.11
<b>Total .....</b>	<b>22,799,800</b>	<b>84.20</b>	<b>54,119,600</b>	<b>13.84</b>
Long-term traffic:				
Motorists — 48 hours and over .....	2,958,600	10.93	159,394,900	40.76
Rail .....	480,300	1.77	64,338,000	16.45
Through bus .....	435,600	1.61	41,888,900	10.71
Aeroplane .....	300,300	1.11	66,405,100	16.98
Boat .....	102,100	0.38	4,938,100	1.26
<b>Total .....</b>	<b>4,276,900</b>	<b>15.80</b>	<b>336,965,000</b>	<b>86.16</b>
<b>Grand Total .....</b>	<b>27,076,700</b>	<b>100.00</b>	<b>391,084,600</b>	<b>100.00</b>

1. Subject to revision.

visits slightly lower than the previous year. On a per capita basis, residents of Canada spent \$24.32 per person for travel in the United States during the year. This represents a higher figure than the average per visit as, besides the effect of commuters, there are many Canadians making several trips to the United States in a year. In each case, the Canadian averages are much higher than corresponding rates for the United States visitors. For that country, per capita expenditures on travel in Canada averaged some \$1.85 in 1956 while the average expenditures per visit to Canada was \$11.18.

Summarizing travel of Canadians in the United States, we find a gain of 10 per cent in the volume of short-term visits but the expenditures of this group advanced only 8 per cent over the previous year due to lower averages per visit. Long-term traffic, on the other hand, showed a more moderate gain of between 5 and 6 per cent in the number of visits but expenditures in this category advanced 8 per cent due to higher averages per visit.

The amount spent on travel in the United States has similar effects on Canada's balance of international payments as the commodities imported from that country. As an indication of its relative magnitude, the amount of travel that Canadians "pur-

chased" from the United States was second only to the imports of non-farm machinery valued at \$562 million in 1956. More money was spent on travel than the imports of automobiles and parts valued at \$368 million; or again, payments to the United States for travel far exceeded the combined values of all the coal, fuel oils, gasoline, other petroleum products and fuels purchased from that country during 1956.

Included in the amount spent by Canadians while travelling in the United States are their purchases of merchandise. Declarations made during 1956 under the \$100 customs exemption privilege totalled close to \$73 million, an increase of \$3.6 million or 5 per cent when compared with the previous year. In 1955 the increase over 1954 amounted to some 4 per cent. In 1954 nearly 21 per cent of the expenditures of Canadians in the United States were for merchandise declared under the customs exemption, whereas in 1955 only 19 per cent was used for this purpose in spite of an increase of \$3 million in declarations. In 1956 purchases declared under the customs exemption were nearly 19 per cent of the total amount spent by Canadians while travelling in the United States, indicating little change in the importance of this item during the past year.

### Canadian Travel in the United States by Type of Transportation

Since 1950 the automobile has gained rapidly in popularity as a means of transportation between Canada and the United States. In addition to the normal expansion of travel, the automobile has been carrying a higher proportion of the re-entries to Canada each year. During 1956 the number of persons returning in automobiles totalled nearly three times the number returning by all other types of transportation. On a comparative basis the number returning by automobile in 1955 amounted to some 73 per cent of the total and 27 per cent returned by all other means of transportation, whereas in 1950 less than one-half of the residents of Canada returning from visits to the United States were in automobiles and 52 per cent used other means of transportation. During the period 1950 through 1956, personal incomes have been relatively high in Canada and automobile registrations have advanced more rapidly than the rate of increase in population. In 1950 the total passenger car registrations in Canada numbered 1,906,927 or one automobile for every 7.3 persons residing in Canada. In 1955 the registrations numbered 2,935,412 or one automobile for every 5.3 persons and in 1956 a total of 3,187,099 automobiles were registered or one for every 5 persons. The increase in the number of automobiles, no doubt, has contributed to the apparent popularity of this type of transportation. The number of Canadian automobiles returning after visits to the United States, however, has gained momentum more rapidly each year than the number of registrations in Canada.

Commencing at the beginning of the second quarter of 1955, there was a slight revision in the method of classifying the length of visit on Canadian automobiles returning from the United States after having been abroad for more than 24 hours. Prior to the second quarter of 1955, a visit of 48 hours was recorded in the two-day classification and all visits reported in hours were classified to the nearest day. Our present procedure segregates the visits into three divisions namely; 24 hours or less, over 24 hours and under 48 hours, and 48 hours and over. In the latter procedure, all purchases of merchandise declared under the \$100 customs exemption privilege are included in the long-term classifications. Under our former procedure, some of the purchases were included in the two-day automobile classification by virtue of the fact that a visit of 48 hours entitled returning residents to bring into Canada certain declared items of merchandise to the value of \$100 free of duty, provided the privilege was not repeated within a four month period. In the present analysis of automobile traffic by length of visit, the vehicles returning from abroad after visits lasting more than 24 hours and less than 48 hours are included in the short-term classification. Some of the changes which appear when making a comparison of the first quarter of 1956 with the same period of 1955 may be due to the change in procedure of recording the basic data rather than a change in volume of traffic.

In 1956 re-entries from the United States of automobiles registered in Canada amounted to 7.4 million, an increase of close to 1 million visits or 13 per cent over the previous year. The advance in the number of automobiles returning was more pronounced in the short-term category where a gain of 14 per cent was recorded as compared with a 12 per cent gain in the long-term classification. The increase in the short-term traffic amounted to 769,500 visits during the year with 36 per cent of this gain occurring in the first quarter, 15 per cent in the second quarter and 25 per cent and 24 per cent in the third and fourth quarters respectively. Compared with the same period of 1955, the change in volume amounted to an increase of 31 per cent in the first quarter and gains of 8 per cent, 10 per cent and 14 per cent in the second, third and fourth quarters. The change in trend for the long-term traffic followed a somewhat different pattern. The increase in the number of re-entries showing visits of 48 hours or longer amounted to 113,400 during the year with 49 per cent of the yearly advance being recorded in the first quarter, 29 per cent in the third quarter and 16 per cent in the fourth quarter. The change in the second quarter amounted to some 6 per cent of the increase for the year. Comparing the number of long-term visits in 1956 with the year 1955, there was a substantial gain in the first quarter. The second quarter showed a gain of 3 per cent, while the advance in the last half of the year amounted to 7 per cent in the third quarter and 9 per cent in the fourth quarter.

The outlay for travel in the United States by Canadians using automobiles for transportation advanced more moderately during the past year than might be expected from the gain in the number of visits. Although there were 13 per cent more visits by automobile as compared with 1955, the amount spent outside of Canada by this group was approximately 11 per cent higher than the previous year. This would indicate lower averages per visit but other factors also influenced the trend toward more moderate gains in the outlay for travel. The increase in the number of visits was more pronounced in the short-term category during the year but the proportion of the total which the short-term visits represented remained constant. Short-term visits usually average less than \$5 per vehicle but long-term visits average well over \$100 per trip. In the second and third quarters of the year, when the volume of short-term traffic is heaviest, the amount spent per visit was practically unchanged from the previous year. The average per vehicle was slightly higher in the first quarter and a moderate increase per vehicle appeared in the fourth quarter. The average expenditure per visit for long-term traffic was much lower in the first quarter when the greatest expansion in volume appeared, but the aggregate for the period was well above last year due to the substantial increase in the number of visits. The average per visit was practically unchanged in the second and fourth quarters and slightly higher in the third quarter when the volume was heaviest.

A more detailed analysis of Canadian automobile traffic by length of stay is presented in Tables 9 and 9A, comparable to the analysis appearing in Tables 1 and 1A of foreign automobiles travelling in Canada on travellers' vehicle permits. The analysis on foreign automobiles, however, does not include the numerous local visits by non-permit cars from the United States which normally stay for less than one day. In 1956 some 82 per cent of the Canadian automobiles travelling in the United States returned within 24 hours and 86 per cent re-entered within 48 hours. Canadian automobiles show a concentration in the 7 day, 14 day and 21 day groups, indicating possible vacations in the United States of one, two or three weeks duration. The number of foreign automobiles in each classification, however, show a fairly steady decline as the length of stay is extended.

Table 8 shows the number of Canadian automobiles returning to Canada, classified by length of stay and province of re-entry. Data appearing in the tables showing the length of stay in detail are estimated on the basis of a sample which may explain the reason for nil recordings in some categories.

Approximately one third of the additional \$28 million spent on travel in the United States by Canadians in 1956 originated from persons using non-automobile transportation. Their expenditures are estimated at \$194 million during the year 1956, which represents an increase of \$9 million or 5 per cent over the previous year. Although the change in the aggregate number returning by rail, bus, plane and boat was only 1 per cent greater than in 1955, their expenditures were about 4 per cent higher than the previous year.

Canadians returning by rail spent less in the United States than the year before due to lower averages per visit throughout the year. The average per visit was 8 per cent lower in the second quarter, 3 per cent lower in the first and third quarters and 1 per cent lower in the fourth quarter. The average for the year was 4 per cent lower than in 1955 but a 1 per cent increase in volume was responsible for holding total expenditures within 3 per cent of the previous year. There was no change in the average length of visit reported by rail passengers during 1956.

STATEMENT 18. Expenditures of Canadian Travellers in the United States by Types of Transportation Used to Re-Enter Canada, 1952-1956

Type of transportation	1952	1953	1954	1955	1956 <sup>1</sup>
	(\$ Millions)				
Automobile .....	118.5	133.0	147.4	178.2	197.4
Train .....	75.2	61.6	65.4	66.3	64.3
Boat .....	3.8	5.1	5.7	5.1	4.9
Bus (Exclusive of local bus) .....	51.6	45.9	44.1	46.1	41.9
Aeroplane .....	26.1	39.9	39.9	52.7	66.4
Other (Pedestrians, local bus etc.) .....	18.4	21.8	17.5	14.4	16.1
<b>Total .....</b>	<b>293.6</b>	<b>307.3</b>	<b>320.0</b>	<b>362.8</b>	<b>391.0</b>

1. Subject to revision.

Canadians returning by bus curtailed their expenditures by about 9 per cent when compared with the previous year. The number of visits was about 6 per cent lower and average expenditure per visit for the year was down 3 per cent. The average per visit was about 1 per cent higher in the first six months but declines of 4 per cent and 10 per cent respectively appeared in the third and fourth quarters. Shorter visits were reported by bus passengers during the past year.

There was a substantial increase of some 18 per cent in the number of passengers returning by plane during the past year. The advance was more pronounced in the first half of the year and rather moderate in the last six months. The average expenditure per visit was substantially higher in the third quarter although moderate increases were also reported in the other quarters. The greater volume and the advance in rates had the effect of raising

the total expenditures 26 per cent above the previous year. Longer visits were reported by Canadians returning by plane during 1956.

There was a decline of nearly 8 per cent in the number of persons returning by boat during 1956 but higher average expenditure per visit, with the exception of the second quarter, held aggregate expenditures for the year within 4 per cent of the total for 1955. Shorter visits were reported by boat passengers in 1956.

Border crossings in the residual classification referred to as "Other Travellers" advanced between 5 and 6 per cent during the past year. Higher averages per visit in addition to the heavier volume of re-entries accounted for a gain of 12 per cent in the total expenditures of this group as compared with the year 1955.

## Special Survey of Canadian Travel Behaviour in the United States

In 1956 the study of the habits of Canadian travellers in the United States was continued. The information was collected by means of "mail questionnaires" showing the length of stay in the United States; the type of transportation used in travelling; the amount of money spent in the United States; the main purpose of the trip; port of entry into United States; port of re-entry into Canada and the state of destination. A considerable amount of information on the characteristics of Canadian travel to the United States has become available in this way. It should be pointed out, however, that the data tend to be more representative of long-term travel than of the large volume of short-term travel. The characteristics which are outlined in the description of this survey should, therefore, be judged in this light and not used to generalize on the total volume of Canadian travel to the United States covered by statistics on the complete flow of traffic.

To determine the purpose or purposes of the trip, the questionnaires were tabulated in three different ways: the aggregate of all questionnaires showing purpose of visit; those reporting one reason only; those accounting for two or more reasons for the trip. However, in making comparisons on the average length of stay and average expenditure per person according to the purpose of visit, only questionnaires reporting one reason are used.

A summary of compilations made from all the questionnaires reporting purpose of visit, as shown in Statement 19 indicated that 38.5 per cent checked recreation most frequently, followed by 29.6 per cent showing visits to friends or relatives. Shopping was reported by 19.2 per cent of Canadian travellers visiting the United States and 7.2 per cent of the questionnaires gave business as the reason for the trip. Between 2 and 3 per cent stated their trip was made for educational purposes, while 3.0 per cent gave other reasons.

STATEMENT 19. Purpose of Visit<sup>1</sup> Reported by Canadians Returning from the United States  
Special Survey 1956

Type of transportation	Percentage of persons reporting main purpose of trip					
	Business	Education	Shopping	Recreation	Visiting friends or relatives	Other
	%	%	%	%	%	%
Rail .....	8.5	2.7	17.4	32.3	35.9	3.2
Bus .....	2.1	2.2	24.3	38.3	30.0	3.1
Aeroplane .....	21.6	3.9	10.0	36.6	24.1	3.8
Boat .....	2.7	1.7	27.5	39.8	27.2	1.1
Total non-automobile .....	12.4	3.1	15.8	34.9	30.4	3.4
Automobile .....	4.1	2.1	21.2	40.6	29.1	2.9
Grand Total .....	7.2	2.5	19.2	38.5	29.6	3.0

1. Aggregate of questionnaires reporting all purposes including multiples.

STATEMENT 20. Purpose of Visit<sup>1</sup> Reported by Canadians Returning from the United States  
Special Survey 1956

Type of transportation	Percentage of persons reporting main purpose of trip					
	Business	Education	Shopping	Recreation	Visiting friends or relatives	Other
	%	%	%	%	%	%
Rail .....	9.3	2.4	9.2	30.8	44.3	4.0
Bus .....	1.7	1.5	15.1	40.7	37.0	4.0
Aeroplane .....	26.1	2.7	2.4	38.1	26.1	4.6
Boat .....	3.1	1.9	16.9	44.6	32.1	1.4
Total non-automobile .....	14.8	2.4	7.5	35.2	35.9	4.2
Automobile .....	4.0	1.0	9.9	46.3	34.5	4.3
Grand Total .....	8.3	1.6	8.9	41.9	35.0	4.3

1. Aggregate of questionnaires reporting one purpose only.

Statement 20 shows the results tabulated from the questionnaires reporting only one purpose of visit. These figures differ considerably from Statement 19 but are necessary for some of the comparisons which follow. Of the Canadian travellers who checked only one purpose of visit, 41.9 per cent made the trip for recreation while 35.0 per cent went to visit friends or relatives. Shopping as the main purpose of visit was not as important an inducement as when two or more purposes were reported. A comparison of Statement 19 and Statement 20 revealed that shopping appeared more frequently when used in conjunction with other reasons for trips to the United States. Some 8.3 per cent of the travellers reported business as the main purpose of visit while 4.3 per cent of the Canadian travellers gave other reasons. The "other" purposes reported were mainly health and "in transit" which was reported when persons were travelling from one part of Canada to another. Only 1.6 per cent of the Canadian travellers covered in the survey visited the United States for educational reasons. The percentage showing education as a single reason for visiting the United States is lower than when two or more reasons are reported. Since the number of days' stay and expenditure is lower in the latter instance, Canadians reporting education combined with another purpose of visit may have considered education in a broad sense of the word and not as university or technical training.

The different patterns shown in the two statements arise from the cases of respondents reporting more than one purpose of visit. When two or more purposes of trip were recorded, recreation still appeared most frequently as a reason for the visit but shopping was checked on 30.9 per cent of the forms. Many Canadian travellers to the United States appear to have gone there for recreation but also combined the recreation with shopping. The same is true for those who visited friends or relatives where, again, a visit to friends or relatives was combined with a shopping trip. Business was given with other reasons on 5.9 per cent of the questionnaires; education in 3.5 per cent and other reasons in 1.7 per cent.

Persons travelling to the United States for recreation do not show a marked preference for a particular type of transportation but more persons on business travel by aeroplane than by any other type of transportation. Canadians visiting friends or relatives use all types of transportation rather uniformly.

In addition to the purpose of visit, the respondents were queried on length of stay in the United States and this information was tabulated according to purpose of trip and type of transportation. The shortest length of stay was reported by those who travelled mainly for shopping where the average amounted to approximately 3 days. This fact indicated they returned very shortly after the 48 hour time limit required for customs exemption had expired. Business trips were also comparatively short,

averaging 7.1 days. Trips made for recreation and visits to friends or relatives were of nearly the same duration, 10.9 days and 11.2 days respectively. During the first half of the year the average length of stay compiled from the questionnaires reporting recreation as the reason for the trip was slightly higher. This apparently was due to longer visits to Florida during the winter and early spring. When trips were made for other reasons Canadians stayed an average of 17.7 days. Canadians in the United States for purposes of education reported an average of 37 days stay.

Average expenditures varied according to the purpose of visit. Visits for educational reasons required the highest average expenditure per visit but the average per person per day was lower than most of the other types of travel. This was due chiefly to the longer length of stay. Canadians travelling to the United States for business reasons also had high expenditures per visit and the highest average on a per person per day basis. Expenditures for recreation were higher in the first six months of the year when many Canadians were vacationing in the Southern States. Canadians on shopping trips spent the lowest amount per visit but had high average expenditures per person per day. Canadians visiting American friends or relatives had low average expenditures per visit and the lowest average on a per person per day basis. Charts 2 and 3 show comparative data on average expenditure and average length of stay, according to purpose of visit.

In addition to the question on purpose of visit, Canadians were asked to give their destination in the United States. To simplify the process of tabulation, the state rather than the city or town to which they travelled was used. On questionnaires listing more than one destination, the state farthest from the International border was taken. Data appearing for states lying close to the border should be taken as minimum, since Canadians had to pass through states bordering Canada on their way farther south. Furthermore, as the sample does not include one and two-day traffic, a large volume of visits to nearby states were also automatically excluded.

The state of destination varies with the season of the year as presented in Table 10. During the first three months of 1956 nearly 24 per cent of Canadian visitors to the United States covered in the sample went to Florida. During the second quarter the percentage dropped to only 10 per cent. In the third quarter 4 per cent visited Florida and in the last three months of 1956 the figure rose to 5 per cent. In the aggregate for the year between 9 and 10 per cent gave Florida as their destination, a figure which changed little from 1955. New York drew over 28 per cent, which was the greatest number of Canadian visitors to any state during the year. During the second and fourth quarters the percentage was higher, 33 and 31 per cent respectively. This would suggest a seasonal pattern which may be influenced by holiday periods. The state of Washington was declared as the destination by some

CHART 2

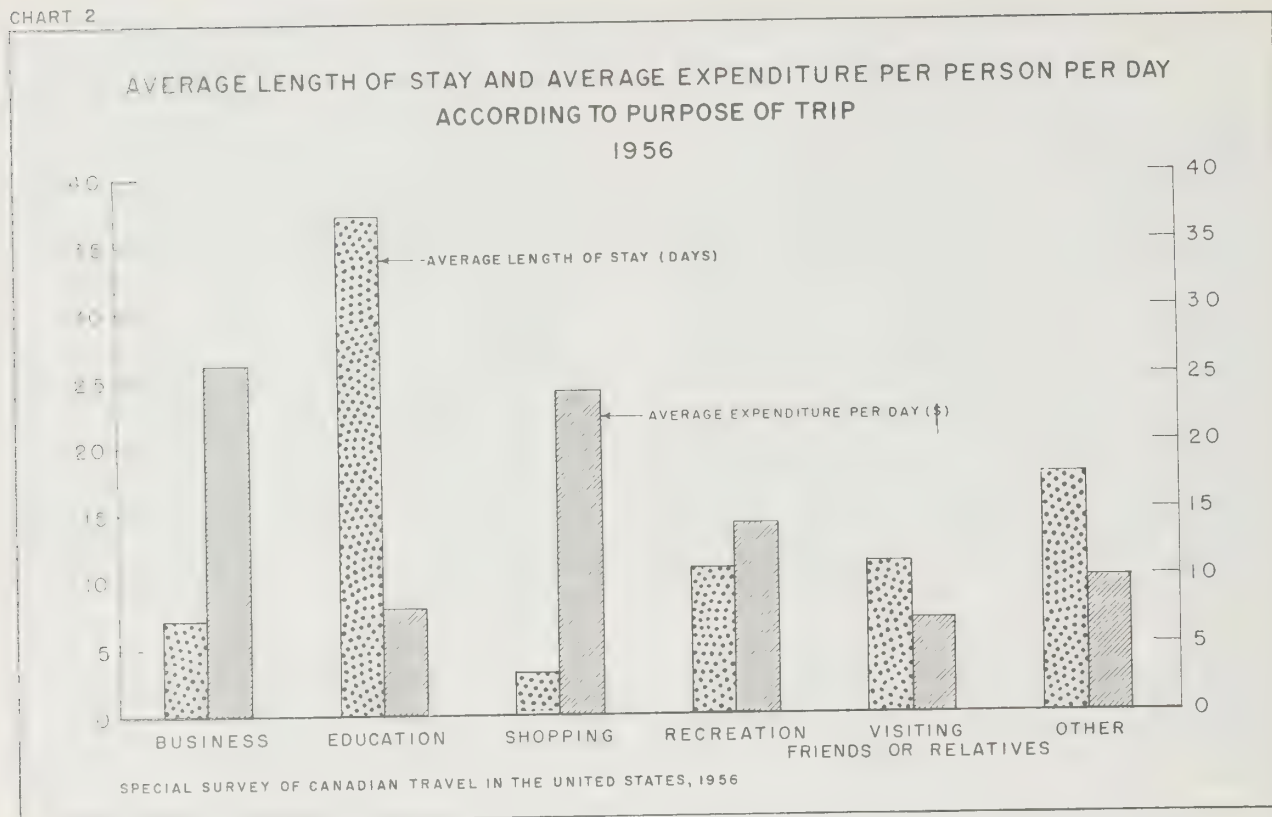
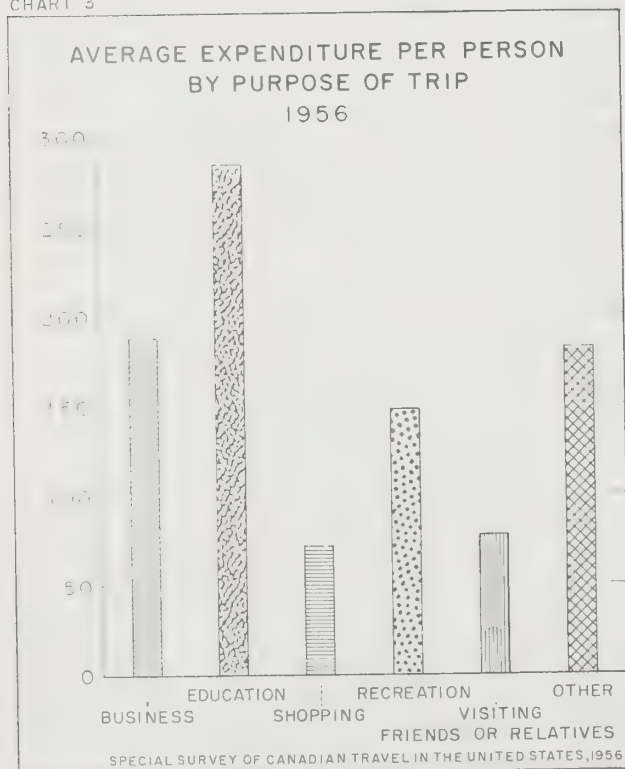


CHART 3



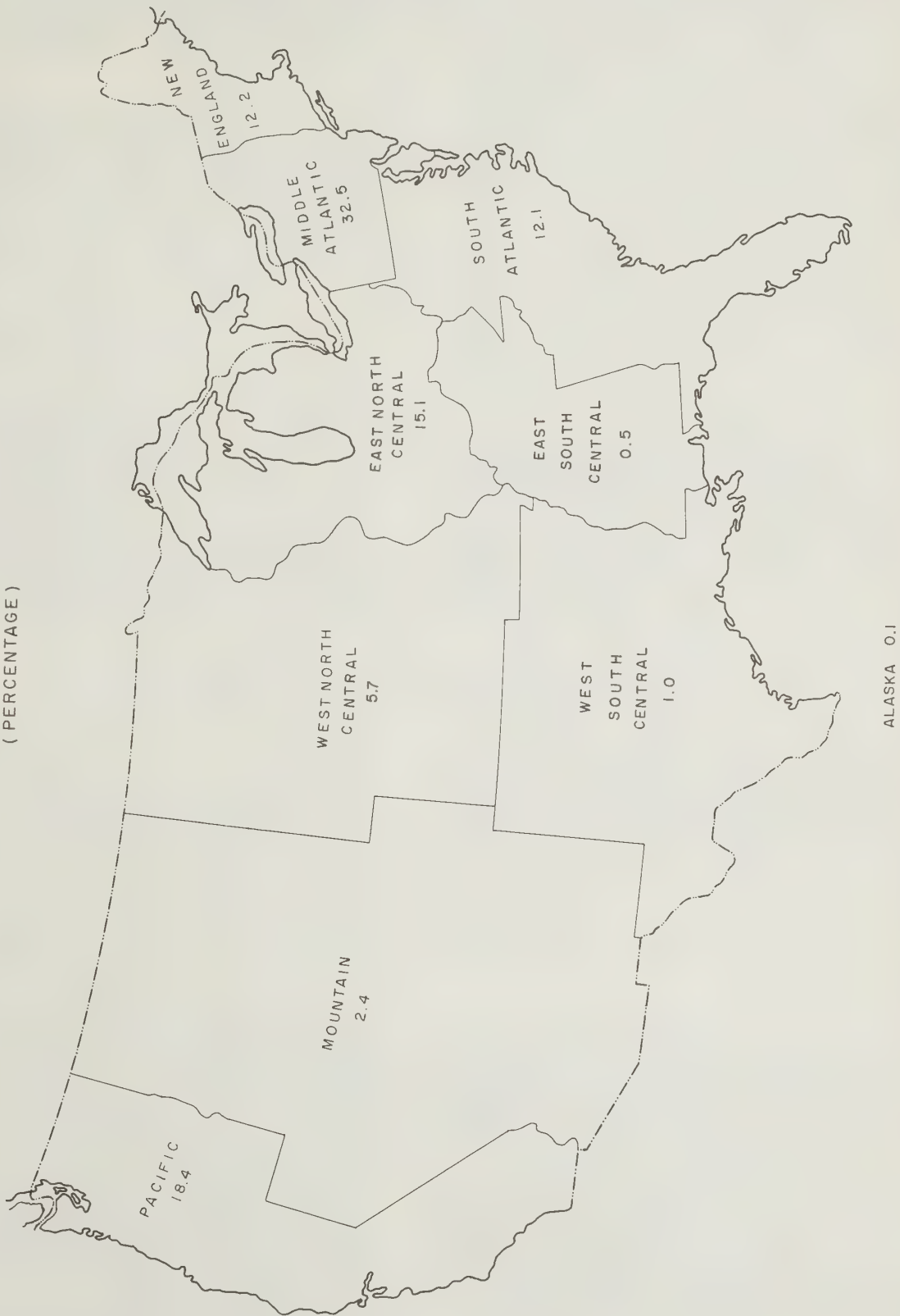
11 per cent of the respondents. With the exception of the winter season the other quarters attracted about 11.5 per cent of the aggregate for all states. Michigan attracted over 9 per cent of the Canadian visitors but a higher proportion visited this state in the second quarter of the year. Over 5 per cent of the respondents listed California as their destination and these visitors showed a marked preference to visit there during the first quarter of the year when nearly 8.5 per cent of the Canadian visitors gave California as their destination.

The state of destination according to province of re-entry appears on Table 11. The states immediately south of the boundary attract the greater percentages of re-entries to bordering provinces. Thus, from the Atlantic provinces over 38 per cent of the Canadian visitors reporting go to Massachusetts, followed by 28 per cent to Maine and 15 per cent to New York state. Over 39 per cent of the residents of Canada returning through Quebec and Ontario visit New York state without travelling farther south. Many re-entries to Quebec also visit Massachusetts, Vermont and Florida. Michigan attracts over 17 per cent of the Ontario visitors and Florida nearly 14 per cent.

Some 64 per cent of the visitors returning to Manitoba, who were covered in the survey had been to the states of Minnesota and North Dakota. The

MAP-2

DESTINATION OF CANADIANS IN THE UNITED STATES,  
VISITS OF MORE THAN 48 HOURS, SPECIAL SURVEY 1956  
( PERCENTAGE )



same states were also listed as final destination on 48 per cent of the questionnaires of Canadians returning through the province of Saskatchewan. Some 41 per cent of the re-entrants to Alberta had not travelled beyond Montana and 11 per cent reported Washington as the state of destination. An additional 9 per cent of the respondents had made visits to California. Canadians who re-entered into British Columbia stayed very close to the Pacific coast. Over 59 per cent had only been as far as Washington and an additional 33 per cent had visited California, Oregon and Idaho.

Map 2 shows by areas, where Canadians travel in the United States, irrespective of the type of transportation used or the season of the year. This map indicates that between 32 and 33 per cent of the respondents to the questionnaires reported destinations in the Middle Atlantic States of New York, Pennsylvania and New Jersey and 18 per cent had visited the states bordering the Pacific Ocean.

The East North Central States of Michigan, Ohio, Indiana, Illinois and Wisconsin received about 15 per cent of the visitors from Canada. The South Atlantic States consisting of Florida, Mississippi, Alabama, Georgia, North and South Carolinas, the Virginias, Maryland, Delaware and the District of Columbia, drew about 12 per cent of the Canadian visits and the New England States about the same proportion. The West North Central area received

about 6 per cent of the visits but the Mountain area, West and East South Central areas combined, which involves a large part of the United States, accounted for less than 4 per cent of the Canadian visits to the United States.

In all areas a majority of the travellers returned to Canada by automobile. Areas close to the International border and areas without large centres of population tend to have a higher percentage of Canadians returning to Canada by automobile. Thus, in the Mountain area comprised of the states of Idaho, Montana, Wyoming, Nevada, Utah, Colorado, Arizona and New Mexico, more than three quarters of their visitors returned to Canada by automobile.

Many of the visitors to the Pacific States returned to Canada by rail, and to a lesser extent respondents visiting the New England and Middle Atlantic States also re-entered by this means of transportation. In the area of the West South Central States comprised of Texas, Oklahoma, Arkansas and Louisiana, the largest percentage of Canadian visitors returned to Canada by plane. Many Canadians returning from the South and Middle Atlantic States also use the aeroplane for transportation. Only along the Pacific coast does boat travel become significant with a small proportion of the visitors to the three Pacific States returning to Canada by boat.

### Travel Between Canada and Overseas Countries

#### Volume of Travel and Expenditures

Travel between Canada and overseas countries continued to show considerable expansion during the year 1956, particularly in the number of visits to overseas countries by residents of Canada. The expenditures of Canadians overseas once again rose more rapidly than receipts from visitors from overseas. As a result the overseas travel account with a record deficit of \$79 million was once more the source of about half of Canada's deficit on travel account in 1956.

#### Canadians Abroad

A new record was established in the number of visits to overseas countries by Canadians during 1956. Residents of Canada returning direct from overseas countries via Canadian ports numbered 106,100, an increase of some 18,100 visits or between 20 and 21 per cent over the previous year. Since 1953 travel to overseas countries by Canadians has been gaining momentum at the rate of some 20 per cent each year. Re-entries direct to Canada were supplemented by an estimated 33,000 who travelled via the United States making a total of 139,100, an increase of 22,100 visits in the aggregate or 19 per cent over the previous year.

The accompanying expenditures of Canadians in overseas countries rose to \$107 million in 1956,

exceeding the record in the previous year by \$21 million or about 24 per cent. The United Kingdom receives a greater proportion of the total than any other area, although other European countries are gradually claiming a greater portion of the Canadian travel dollar. The United Kingdom received some \$46 million from Canadians during 1956, an additional \$6 million or 15 per cent when compared with the previous year. Expenditures in other European countries amounted to \$41 million, a gain of \$9 million or approximately 28 per cent when compared with 1955. In comparing expenditures in the United Kingdom with those in other European countries it might be noted that higher averages per visit are reported by persons visiting other European countries than the average for visits to the United Kingdom. Longer visits, often to a number of countries, and additional transportation costs may have contributed to the higher averages. The group reporting visits to both the United Kingdom and other European countries showed that more than 50 per cent of their expenditure was made in other European countries. This explains the small margin in the total expenditures between the two areas, although substantially more visits to the United Kingdom are reported.

Transportation costs paid to non-Canadian carriers are included with estimates of travel expenditures in overseas countries. Transportation

**STATEMENT 21. Balance of Payments on Travel Account Between Canada  
and Overseas Countries, 1955-1956<sup>1</sup>**

Net Credits (+) Net Debits (-)

	All Overseas Countries		United Kingdom		Other Sterling Area		Other O.E.E.C. Countries		All Other Countries	
	1955	1956	1955	1956	1955	1956	1955	1956	1955	1956
	(\$ Millions)									
Receipts .....	25	28	13	14	4	4	5	6	3	4
Payments .....	86	107	40	46	8	8	32	41	6	12
Net Balance .....	- 61	- 79	- 27	- 32	- 4	- 4	- 27	- 35	- 3	- 8

1. Subject to revision

paid to Canadian carriers does not represent a purchase of non-resident services and consequently is not included in the expenditures of Canadians in overseas countries. During the past year about 46 per cent of the amount spent by Canadians in visiting overseas countries covered international transportation to and from North America. This included incidental expenses enroute but did not include transportation in Canada. Approximately 41 per cent of the amount used for transportation went to Canadian carriers and the balance amounting to 59 per cent went to foreign carriers. Response to the expenditure questionnaire revealed that 44 per cent of the expenditure on overseas transportation went for travel by vessel and 56 per cent was applied to travel by air.

#### Overseas Visitors

The number of non-resident travellers (other than immigrants) arriving direct from overseas coun-

tries through Canadian ports of entry in 1956 amounted to some 30,600, an increase of 9 per cent or approximately 2,600 visits. In addition, an estimated 22,000 visitors from overseas entered Canada via the United States. The total number of entries direct and by way of the United States amounted to 52,600, an increase of 4,600 visitors or nearly 10 per cent.

Expenditures in Canada of the overseas visitors are estimated at \$28 million in 1956, an increase of 12 per cent or \$3 million more than the previous record established in 1955. Included in these totals are transportation costs paid to Canadian carriers which account for about 50 per cent of the total receipts from residents of overseas countries. Expenditures of overseas travellers in Canada are higher than the volume indicates due to higher transportation costs and normally longer visits.

### Canadian Travel Overseas

#### Travel by Aeroplane and Vessel

Some light on the extent to which transportation by plane and vessel has been employed by returning Canadians is provided by Statement 22, which shows the number of Canadians returning direct through the main ports of re-entry for the years 1952 through 1956. Most of the direct travel by air is covered by the ports of Gander, Dorval, Malton and Vancouver which accounted for 53 per cent of the total compared with 47 per cent in 1955 and 50 per cent in 1954. Compared with the previous year there was an increase amounting to nearly 36 per cent or an additional 14,800 re-entries through the ports already specified. Re-entries by vessel at the other ports listed in the statement including Vancouver accounted for 44 per cent of the total in 1956 as compared with 49 per cent during the previous year.

Although their importance as a group was not maintained in 1956, the increase in the number of re-entries amounted to 3,300 visits or nearly 8 per cent. Ports not specified in the statement normally account for 4 per cent of the Canadians returning from overseas but during 1956 they represented 3 per cent of the total.

#### Overseas Destinations of Canadians

During 1956 information on the destination of Canadian visits to overseas countries was compiled from questionnaires completed by residents of Canada returning direct from abroad. Many respondents reported visits to several countries on one trip abroad making it necessary to record the information on the basis of the area visited rather than attempt to show the detail for each country individually.

**STATEMENT 22. Residents of Canada Returning Direct from Overseas Countries,  
Principal Ports of Re-Entry, 1952 - 1956.**

Port of Re-entry	1952	1953	1954	1955	1956
Gander, Nfld .....	6,799	9,457	8,529	9,729	1,925
Dorval, Que .....	9,652	12,841	17,937	19,507	3,415
Malton, Ont .....	3,602	4,158	7,036	7,823	13,592
Vancouver, B.C. (Aeroplane) .....	1,300 <sup>1</sup>	1,924 <sup>1</sup>	3,183	4,523	7,472
St. John's, Nfld .....	1,055	1,080	944	608	720
Halifax, N.S. ....	4,393	4,208	4,017	6,713	5,892
Saint John, N.B. ....	1,711	1,297	1,164	1,034	1,089
Quebec <sup>2</sup> Que. ....	24,827	24,796	27,673	33,408	37,182
Vancouver, B.C. (Vessel) .....	1	1	568	1,039	1,182
Other Ports. ....	1,473	1,721	2,507	3,635	3,625
<b>Total All Ports .....</b>	<b>54,812</b>	<b>61,482</b>	<b>73,558</b>	<b>88,019</b>	<b>106,094</b>

1. Breakdown of entries by plane and vessel not available.

2. Many returning residents cleared at Quebec disembark at Montreal.

A summary of the data on destinations of Canadians returning directly shows that in 1956 some 36 per cent had visited the United Kingdom only, and an additional 33 per cent had visited the United Kingdom and other European countries. About 12 per cent visited European countries other than the United Kingdom only and 4 per cent reported Bermuda as their destination. Another 4 per cent reported visits to the British West Indies and 5 per cent had been to Mexico. Nearly 3 per cent reported visits to Hawaii and 2 per cent visited countries not otherwise specified. Less than 1 per cent visited each of the following areas: Central America and the non-British West Indies, South America, Australia and New Zealand. The information recorded on destination does not include Canadians who travelled to overseas countries and returned via the United States.

A further analysis of the sample data on destination by ports of entry follows: approximately 40 per cent of the respondents who reported re-entering Canada at Gander and Dorval showed visits to the United Kingdom only and an additional 40 per cent visited the United Kingdom and other European countries. Between 12 and 13 per cent visited European countries but did not visit the United Kingdom, 4 per cent reported visits to Bermuda and 3 per cent visits to the British West Indies. Visits to Bermuda were concentrated in the second quarter of the year according to the response, whereas visits to the British West Indies were predominantly in the first quarter. A few visits were reported to Mexico, Central America, South America, Australia and New Zealand.

Fewer Canadians returning at Malton reported visits to the United Kingdom. About 15 per cent had visited the United Kingdom and 13 per cent reported

visits to the United Kingdom and other European countries. Some 4 per cent visited other European countries only and 16 per cent gave Bermuda as their destination. About 24 per cent had been to the British West Indies and another 24 per cent went to Mexico. Over 2 per cent reported destinations in South America and 1 per cent had visited Central America and the non-British West Indies, while a few had been to Hawaii and other countries.

About 43 per cent of the respondents returning by air at Vancouver reported visits to Hawaii and 14 per cent reported visits to other countries chiefly in Asia. Some 20 per cent of the Canadians returning at Vancouver had been to Mexico, 6 per cent to the United Kingdom and 9 per cent had visited the United Kingdom and other European countries. Some 4 per cent had visited other European countries only, while 2 per cent had been to South America and another 2 per cent returned from Australia and New Zealand.

For convenience the questionnaires completed by persons returning through the Atlantic and St. Lawrence River ports of re-entry have been treated as a group. Between 44 and 45 per cent of the persons returning from overseas through these ports reported visits to the United Kingdom only and 37 per cent had visited the United Kingdom and other European countries. Approximately 17 per cent had visited European countries other than the United Kingdom and less than 1 per cent had visited the British West Indies. A few visits were also reported to Central America, Australia and New Zealand

About 73 per cent of the respondents returning by vessel at Vancouver reported visits to countries bordering on the Pacific, while 18 per cent had been

to the United Kingdom and other European countries. Some 9 per cent reported visits to the United Kingdom only.

### Length of Stay

The length of stay reported on questionnaires by the sample of Canadians returning direct from overseas countries varied somewhat according to the destination. The average length of stay reported by respondents returning from visits to the United Kingdom only was close to 63 days, persons travelling by vessel staying about 80 days, while those using the aeroplane for transportation averaged about 41 days.

In addition to the persons visiting the United Kingdom only many respondents had visited both the United Kingdom and other European countries. This group stayed about a week longer overseas and their average length of stay was approximately 71 days. The amount of time spent in the United Kingdom was around 38 days and the remainder of the visit amounting to an average of about 33 days was spent in the other European countries. Here again persons travelling by vessel reported longer visits amounting to some 93 days, whereas plane passengers reported visits averaging about 48 days.

Visits of longer duration were reported by persons visiting only European countries other than the United Kingdom. The average length of visit reported by this group totalled 73 days, with plane travellers reporting some 47 days and persons returning by vessel about 91 days' stay. Although respondents were asked to report the length of stay in each country there may have been a tendency for many to include the number of days enroute to and from North America, which would increase the length of visit for persons travelling by vessel.

Visits to other Commonwealth countries varied widely between Bermuda and the British West Indies

as compared with other parts of the Commonwealth. The average length of stay reported in Bermuda was 16 days but persons returning from the British West Indies reported visits of around 24 days. Much longer visits were reported by Canadians who had visited other parts of the Commonwealth.

Other countries frequently visited and the average length of stay reported were as follows: Mexico 20 days, Central America 26 days, Hawaii 28 days, South America 47 days and 75 days in countries not already specified.

Canadians travelling via the United States to overseas countries normally spend close to a week in the United States enroute in addition to the length of visit abroad. Respondents travelling to the United Kingdom via the United States reported shorter visits overseas than persons returning direct, but persons visiting the United Kingdom and other European countries stayed longer. Persons returning from visits to other European countries via the United States reported visits of around 78 days compared with 73 days reported by respondents returning direct from the same area. Visits to Mexico and the British West Indies were of the same duration as that reported by persons returning direct but visits to Bermuda and Central and South America were shorter. Traffic via the United States is heavier in the winter months when navigation on the St. Lawrence is closed and during the same season many Canadians are taking winter vacations in a warmer climate. The distribution of destination is also altered for Canadians travelling overseas via the United States. Compared with destinations reported by persons returning direct a higher proportion visit Bermuda, the British West Indies, Mexico and South America and a smaller percentage of the aggregate report visits to the United Kingdom and other European countries.

### STATEMENT 23. Purpose of Visit Reported by Canadians Returning Direct from Overseas Countries, 1956.

Destination Reported	Business	Education	Health	Recreation	Visiting friends or relatives	Other
United Kingdom only .....	7.9	2.3	2.5	19.8	66.9	0.6
U.K. and other European Countries .....	17.7	8.3	1.6	44.4	27.6	0.4
Other European Countries only .....	14.5	5.8	3.5	21.8	54.2	0.2
Other Commonwealth Countries .....	4.5	3.1	9.0	73.7	9.1	0.6
All Other Countries .....	8.8	5.9	5.0	66.9	12.4	1.0
<b>Grand Total .....</b>	<b>11.4</b>	<b>5.3</b>	<b>3.6</b>	<b>42.3</b>	<b>36.8</b>	<b>0.6</b>

### Purpose of Visit

The main reason for Canadian visits to overseas countries was recorded during the past year. From the aggregate of persons returning direct from overseas who reported one purpose of trip, approxi-

mately 42 per cent had travelled for recreation and 37 per cent had gone to visit friends or relatives. About 11 per cent travelled overseas for business, 5 per cent for education, 4 per cent for health and nearly 1 per cent for all other reasons.

The main purpose of overseas trips varies according to the area visited. Over 66 per cent of the visitors to the United Kingdom and over 54 per cent to other European countries went to visit friends or relatives. This shows a higher proportion than the previous survey in 1955 when 60 per cent of the visits to the United Kingdom and 50 per cent of the visits to other European countries were for the purpose of visiting friends or relatives.

Canadians returning from trips that took them to the United Kingdom and other European countries combined, reported a much higher percentage of visits for recreation than persons visiting each area separately. Over 44 per cent of visits taking in both areas were for recreational purposes and 28 per cent went to visit friends or relatives. Persons combining both areas on their visit also reported a much higher proportion of business trips. Some 18 per cent of this group reported business as the reason for overseas travel compared with 14 per cent for the group visiting other European countries only and 8 per cent of the trips that did not go beyond the United Kingdom. Fewer persons visiting both areas went for purposes of health.

Approximately 74 per cent of the respondents returning from other Commonwealth countries (mainly Bermuda and the British West Indies) reported recreation as the main purpose of visit, 9 per cent reported visits to friends or relatives and 9 per cent had gone for reasons of health. Business appears as a minor inducement for Canadian visits to the other Commonwealth countries accounting for 4 per cent of the total. A smaller proportion of the visits to this group of countries are for business than for all other areas.

The residue of countries in areas not already specified are grouped for convenience and listed as other countries. About 67 per cent of the visits to residual countries are for recreation, 12 per cent to

visit friends or relatives and 9 per cent for business reasons. The main countries included in the residual classification are: Mexico, Hawaii, Cuba, Puerto Rico and South America. Nearly 84 per cent of the visits to Hawaii were for recreation and 69 per cent went to Mexico for the same purpose. Business is quite important in inducing Canadians to South America. Around 32 per cent of the visits to South America are for business reasons and another 32 per cent go for recreation.

Some 55 per cent of the Canadians returning from overseas countries via the United States reported recreation as the purpose of their trip, 21 per cent visited friends or relatives and 14 per cent had been on business. About 60 per cent of the respondents returning via the United States travelled in groups of two or more persons and 40 per cent travelled alone. Persons visiting friends or relatives show about the same distribution between groups and singly but 63 per cent of the persons travelling for recreation are in groups of two or more. Nearly 50 per cent of the respondents on business travelled alone but a higher percentage of trips covering one person only appeared on forms checked as education or health.

A higher proportion of visits alone was reported by Canadians returning direct from overseas than by persons returning via the United States. About 44 per cent of the persons returning direct reported singly but this varied according to purpose of trip and transportation used. Nearly half of the Canadians using planes for transportation overseas reported for one person only but 60 per cent of the persons travelling by vessel were in groups of two or more. About 60 per cent of the persons visiting friends or relatives and 55 per cent of recreation returns were in groups. About 50 per cent of the business returns covered one person only while a higher proportion who travelled for education reported singly.

#### Non-Resident Visitors to Canada from Overseas Entries by Aeroplane and Vessel

Of the total 30,600 non-resident visitors (other than immigrants) from overseas countries some 16,400 or nearly 54 per cent travelled by vessel and the remainder representing 14,200 passengers or 46 per cent arrived by plane. There was an increase of 1,500 or 10 per cent in the number of arrivals by vessel and 1,100 or 8 per cent in the number arriving by plane. The breakdown in the number of arrivals by air and water transportation showed little change from the previous year when 53 per cent travelled by vessel and 47 per cent by plane.

The compilation of the number of visitors using Canadian carriers for transportation between Canada and overseas countries was continued in 1956. During the past year a higher proportion of visitors from overseas countries used Canadian carriers. In 1956 approximately 36 per cent of the arrivals used Canadian air and steamship lines and 64 per cent were aboard foreign carriers. In 1955 approximately 33 per cent arrived in Canada via Canadian air and steamship lines and 67 per cent were aboard foreign carriers.

**STATEMENT 24. Number of Non-Immigrant Visitors Entering Canada Direct from Overseas Countries, by Type of Transportation, Principal Countries, 1955 - 1956.**

Country of Residence	Arrivals by Aeroplane		Arrivals by Vessel		Total	
	1955	1956	1955	1956	1955	1956
England .....	5, 201	5, 302	7, 163	7, 787	12, 364	13, 089
Scotland .....	829	949	1, 952	2, 036	2, 781	2, 985
Northern Ireland .....	102	108	333	334	435	442
Wales .....	60	86	169	215	229	301
Lesser British Isles .....	13	9	32	45	45	54
Australia .....	379	448	724	790	1, 103	1, 238
British West Indies .....	381	617	134	85	515	702
Bermuda .....	383	468	6	11	389	479
New Zealand .....	185	224	323	241	508	465
Union of South Africa .....	75	127	103	129	178	256
India .....	117	119	70	66	187	185
Hong Kong .....	89	82	28	34	117	116
Other Commonwealth Countries .....	235	218	145	160	380	378
Holland .....	529	727	921	1, 155	1, 450	1, 882
Germany .....	629	635	788	1, 244	1, 417	1, 879
France .....	1, 395	956	814	735	2, 209	1, 691
Norway .....	84	179	97	135	181	314
Switzerland .....	126	146	81	121	207	267
Belgium .....	128	133	128	123	256	256
Italy .....	141	91	132	120	273	211
Austria .....	42	50	75	142	117	192
Ireland (Republic) .....	73	68	74	90	147	158
Denmark .....	67	79	73	67	140	146
Yugoslavia .....	14	82	27	36	41	118
Poland .....	5	109	—	6	5	115
Sweden .....	56	59	70	45	126	104
Other European Countries .....	234	166	164	104	398	270
Mexico .....	233	527	6	25	239	552
South America .....	414	485	70	49	484	534
Asia (not specified) .....	176	228	32	33	208	261
Japan .....	125	171	34	39	159	210
Africa (Not British) .....	264	68	56	112	320	180
Israel .....	57	102	54	68	111	170
West Indies (Not British) .....	117	128	12	10	129	138
Other Countries .....	125	206	13	30	138	236

### Country of Origin for Overseas Travellers

Although the number of visits by residents of the United Kingdom increased by approximately 1,000 when compared with the previous year, percentage-wise the proportion of overseas visitors residing in the United Kingdom declined from 57 per cent in 1955 to 55 per cent in 1956. Approximately

13 per cent of the visitors from overseas originated in other Commonwealth countries compared with 12 per cent in 1955 and 13 per cent in 1954. Residents of other European countries accounted for 25 per cent of our visitors direct from overseas in 1956 and all other countries constituted about 7 per cent of the total.

### Quarterly Distribution of Travel Expenditures

Statement 25 presents an analysis of the receipts and payments on the international travel account by quarters over a seven year period. Receipts from residents of other countries travelling in Canada continue to be highly concentrated in the third quarter of the year. In 1950 some 55 per cent of the receipts appeared in the third quarter and for the years 1951-1953 inclusive about 57 per cent was received in the third quarter. In the following years, covering 1954-1956 inclusive, some 56 per cent, 55 per cent and 57 per cent respectively of the receipts were concentrated in the third period, indicating little change in the pattern over the seven year period.

The third quarter is the only period of the year when receipts exceed payments but the net balance between the two has declined from a credit of \$73 million in 1950 to \$22 million in 1956. The first quarter of the year is of least importance with around 8 per cent of the revenue for the year coming in the first three months although the percentage dropped slightly in 1956. The net debit balance for the quarter has gradually climbed from \$13 million in 1950 to \$67 million in 1956. The second quarter has followed much the same pattern over the seven year period with between 18 and 20 per cent of the receipts appearing in this period. The net debit balance, however, has increased more substantially in the second quarter than in any other quarter of the year. The expansion of winter travel by Canadians to the southern states, no doubt, has been an important factor influencing this trend. Expenditures declared by Canadians in the early part of the second quarter are often higher than in other

months of the year. The fourth quarter of the year is of about the same importance relatively as the second quarter but the net debit balance has not advanced as rapidly over the period as in the second quarter.

In 1950 the credit balance of the third quarter was sufficient to counteract the debit balances in other quarters but the following year a declining credit balance in the third quarter was not sufficient to offset a debit balance increasing in the other quarters, leaving a net debit of \$6 million for the year. The trend established in 1951 became more pronounced through the intervening years until the credit balance of the third quarter had dwindled to \$22 million and the debit balance for the other quarters increased to \$183 million in 1956, leaving a debit balance for the year amounting to \$161 million.

One of the major problems facing travel promoters, resort operators and transportation companies in Canada is the seasonality factor, particularly with our visitors from the United States. The more that travel is concentrated within a relatively short period of the year, the larger the fixed investment required in transportation and housing facilities, consequently fixed costs, which have to be covered by the owners of these facilities during the peak season are also increased. The concentration of over half of travellers to Canada arriving in the short period of approximately three months, no doubt, has been a factor deterring many persons from investing funds in an industry that must derive most of the revenue in a comparatively short period of the year.

**STATEMENT 25. Quarterly Estimates of the Balance of Payments on Travel Account  
Between Canada and Other Countries, 1950-1956<sup>1</sup>**

	I Qr.	II Qr.	III Qr.	IV Qr.	Year
	(\$ Millions)				
Quarterly receipts:					
1950.....	23	51	152	49	275
1951.....	23	51	157	43	274
1952.....	24	53	156	42	275
1953.....	26	57	172	47	302
1954.....	24	59	172	50	305
1955.....	26	66	182	54	328
1956 <sup>1</sup> .....	26	65	191	55	337
Per cent of year:					
1950.....	8.4	18.5	55.3	17.8	100.0
1951.....	8.4	18.6	57.3	15.7	100.0
1952.....	8.7	19.3	56.7	15.3	100.0
1953.....	8.6	18.9	56.9	15.6	100.0
1954.....	7.9	19.3	56.4	16.4	100.0
1955.....	7.9	20.1	55.5	16.5	100.0
1956 <sup>1</sup> .....	7.7	19.3	56.7	16.3	100.0
Quarterly payments:					
1950.....	36	58	79	53	226
1951.....	54	74	96	56	280
1952.....	63	97	110	71	341
1953.....	68	95	124	78	365
1954.....	65	102	134	88	389
1955.....	78	119	156	96	449
1956 <sup>1</sup> .....	93	133	169	103	498
Per cent of year:					
1950.....	15.9	25.7	35.0	23.4	100.0
1951.....	19.3	26.4	34.3	20.0	100.0
1952.....	18.5	28.4	32.3	20.8	100.0
1953.....	18.6	26.0	34.0	21.4	100.0
1954.....	16.7	26.2	34.5	22.6	100.0
1955.....	17.4	26.5	34.7	21.4	100.0
1956 <sup>1</sup> .....	18.7	26.7	33.9	20.7	100.0
Quarterly Balance (Net Credits + Net Debits -)					
1950.....	- 13	- 7	+ 73	- 4	+ 49
1951.....	- 31	- 23	+ 61	- 13	- 6
1952.....	- 39	- 44	+ 46	- 29	- 66
1953.....	- 42	- 38	+ 48	- 31	- 63
1954.....	- 41	- 43	+ 38	- 38	- 84
1955.....	- 52	- 53	+ 26	- 42	- 121
1956 <sup>1</sup> .....	- 67	- 68	+ 22	- 48	- 161

1. Subject to revision.

**TABLE 1. Number of and Expenditures by Non-Resident Motorists Travelling on Customs Permits<sup>1</sup> Who Departed from Canada in 1936, Classified by Length of Visit**

Day's stay	Number of permits	% of total permits	Average expenditure per car	Estimated expenditures	% of total expenditures	Number of car days	Average expenditure per car per day
			\$	\$			\$
1 .....	865,542	35.34	8.10	7,010,890	5.28	865,542	8.10
2 .....	512,770	20.94	20.49	10,506,657	7.92	1,025,540	10.24
3 .....	280,519	11.46	48.30	13,549,068	10.21	841,557	16.10
4 .....	178,187	7.28	69.60	12,401,815	9.35	712,748	17.40
5 .....	119,561	4.88	90.65	10,838,205	8.17	597,805	18.13
6 .....	84,403	3.45	108.02	9,117,212	6.87	506,418	18.00
7 .....	71,991	2.94	126.75	9,124,859	6.88	503,937	18.11
8 .....	77,425	3.16	133.44	10,331,592	7.79	619,400	16.68
9 .....	47,009	1.92	145.69	6,848,741	5.16	423,081	16.19
10 .....	30,321	1.24	151.76	4,601,515	3.47	303,210	15.18
11 .....	22,229	0.91	155.83	3,463,945	2.61	244,519	14.17
12 .....	17,808	0.73	167.83	2,988,717	2.25	213,696	13.99
13 .....	15,961	0.65	173.78	2,773,703	2.09	207,493	13.37
14 .....	16,629	0.68	175.55	2,919,221	2.20	232,806	12.54
15 .....	17,038	0.70	176.56	3,008,229	2.27	255,570	11.77
16 .....	9,905	0.40	182.89	1,811,525	1.36	158,480	11.43
17 .....	6,480	0.26	184.09	1,192,903	0.90	110,160	10.83
18 .....	4,550	0.19	191.87	873,009	0.66	81,900	10.66
19 .....	3,788	0.15	200.18	758,282	0.57	71,972	10.54
20 .....	3,385	0.14	206.66	699,544	0.53	67,700	10.33
21 .....	3,224	0.13	209.55	675,589	0.51	67,704	9.98
22 .....	3,292	0.13	188.51	620,575	0.47	72,424	8.57
23 .....	2,319	0.09	213.88	495,988	0.37	53,337	9.30
24 .....	1,872	0.08	221.65	414,929	0.31	44,928	9.24
25 .....	1,624	0.07	201.09	326,570	0.25	40,600	8.04
26 .....	1,555	0.06	206.55	321,185	0.24	40,430	7.94
27 .....	1,571	0.06	209.70	329,439	0.25	42,417	7.77
28 .....	1,585	0.06	221.88	351,680	0.26	44,380	7.92
29 .....	1,839	0.08	193.84	356,472	0.27	53,331	6.68
30- 39 .....	11,073	0.45	173.82	1,924,709	1.45	370,579	5.19
40- 49 .....	4,786	0.20	256.67	1,228,423	0.93	211,355	5.81
50- 59 .....	3,630	0.15	259.57	942,239	0.71	197,824	4.76
60- 69 .....	3,394	0.14	295.65	1,003,436	0.76	217,244	4.62
70- 79 .....	2,318	0.09	342.51	793,938	0.60	172,910	4.59
80- 89 .....	1,966	0.08	360.12	707,996	0.53	166,374	4.26
90- 99 .....	1,906	0.08	325.55	620,498	0.47	179,313	3.46
100-119 .....	2,351	0.10	397.31	934,076	0.70	256,388	3.64
120-139 .....	1,880	0.08	457.05	859,254	0.65	242,843	3.54
140-169 .....	2,770	0.11	466.24	1,291,485	0.97	427,938	3.02
170-199 .....	4,033	0.16	396.10	1,597,471	1.20	739,957	2.16
200-over .....	4,357	0.18	475.83	2,073,191	1.56	1,115,392	1.86
<b>Totals .....</b>	<b>2,448,846</b>	<b>100.00</b>	<b>54.18</b>	<b>132,688,775<sup>2</sup></b>	<b>100.00</b>	<b>12,801,202</b>	<b>10.37</b>
Average length of stay .....						per car 5.22	

1. Exclusive of commuters, summer residents and locals.

2. Expenditure data in this table are calculated on a Dominion basis, hence do not agree with similar data in Statement 3 which are calculated on a provincial basis.

**TABLE 1A. Number of and Average Expenditure Per Day by Non-Resident Motorists Travelling on Customs Permits<sup>1</sup> Who Departed from Canada in 1956, Classified by Length of Visit**

Days' stay	Average persons per car	Number of persons	Number of person-days	Average expenditure per person per day
				\$
1 .....	3.16	2,730,814	2,730,814	2.57
2 .....	2.96	1,465,567	2,931,134	3.58
3 .....	2.32	789,727	2,369,181	5.72
4 .....	2.77	493,779	1,975,116	6.28
5 .....	2.75	329,194	1,645,970	5.49
6 .....	2.78	235,009	1,410,054	6.47
7 .....	2.98	207,015	1,449,105	6.30
8 .....	3.05	236,302	1,890,416	5.47
9 .....	2.91	136,581	1,229,229	5.57
10 .....	2.81	85,344	853,440	5.39
11 .....	2.75	61,118	672,293	5.15
12 .....	2.75	48,932	587,184	5.09
13 .....	2.81	44,871	533,323	4.76
14 .....	2.92	48,515	679,210	4.30
15 .....	3.01	51,200	768,000	3.92
16 .....	2.84	28,165	450,640	4.02
17 .....	2.67	17,302	294,134	4.06
18 .....	2.58	11,746	211,428	4.13
19 .....	2.55	9,672	183,768	4.13
20 .....	2.55	8,617	172,340	4.06
21 .....	2.54	8,174	171,654	3.94
22 .....	2.59	8,527	187,594	3.31
23 .....	2.43	5,759	132,457	3.74
24 .....	2.45	4,592	110,208	3.76
25 .....	2.40	3,895	97,375	3.35
26 .....	2.34	3,637	94,562	3.40
27 .....	2.33	3,656	98,712	3.34
28 .....	2.38	3,769	105,532	3.33
29 .....	2.37	4,351	126,179	2.83
30- 39 .....	2.37	26,292	879,993	2.19
40- 49 .....	2.40	11,482	507,045	2.42
50- 59 .....	2.40	8,698	474,041	1.99
60- 69 .....	2.35	7,986	511,184	1.96
70- 79 .....	2.41	5,582	416,361	1.91
80- 89 .....	2.39	4,707	398,353	1.78
90- 99 .....	2.24	4,269	401,628	1.54
100-119 .....	2.37	5,574	607,845	1.54
120-139 .....	2.31	4,339	560,469	1.53
140-169 .....	2.32	6,417	991,362	1.30
170-199 .....	2.32	9,363	1,717,923	0.93
200-over .....	2.54	11,065	2,833,096	0.73
<b>Totals .....</b>	<b>2.94</b>	<b>7,191,604</b>	<b>34,510,357</b>	<b>3.84</b>
Average length of stay .....			per person 4.80	

1. Exclusive of commuters, summer residents and locals.

**TABLE 2. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada during the Calendar Year 1956, Grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit**

Ports of entry	Ports of exit	Number of permits by length of stay			Total
		1 day	2 days	3 days and over	
<b>Section I. Traffic within Ontario:</b>					
(a) St. Lawrence River Ports .....	Fort Erie and Niagara Falls .....	655	3,391	8,957	13,003
	Lake Erie Ports .....	—	1	7	8
	St. Clair and Detroit River Ports ...	370	2,039	2,457	4,866
	Sault Ste-Marie .....	212	998	906	2,116
	<b>Total of above .....</b>	<b>1,237</b>	<b>6,429</b>	<b>12,327</b>	<b>19,993</b>
	St. Lawrence River Ports .....	20,754	13,632	65,056	99,442
	All Ports in the Province of Quebec ..	1,244	4,223	12,001	17,468
	All Ports in Canada .....	23,274	24,370	90,692	138,336
(b) Fort Erie and Niagara Falls .....	St. Lawrence River Ports .....	1,129	7,049	16,654	24,832
	Lake Erie Ports .....	2	32	49	83
	St. Clair and Detroit River Ports ...	105,995	66,721	16,469	189,185
	Sault Ste-Marie .....	85	394	2,794	3,773
	<b>Total of above .....</b>	<b>107,211</b>	<b>74,696</b>	<b>35,966</b>	<b>217,873</b>
	Fort Erie and Niagara Falls .....	162,030	77,469	178,046	417,545
	All Ports in Canada .....	269,315	153,068	233,723	656,106
(c) Lake Erie Ports .....	St. Lawrence River Ports .....	—	—	8	8
	Fort Erie and Niagara Falls .....	—	60	79	139
	St. Clair and Detroit River Ports ...	100	20	83	203
	Sault Ste-Marie .....	—	—	12	12
	<b>Total of above .....</b>	<b>100</b>	<b>80</b>	<b>182</b>	<b>362</b>
	Lake Erie Ports .....	10	14	473	502
	All Ports in Canada .....	110	94	669	873
(d) St. Clair and Detroit River Ports	St. Lawrence River Ports .....	425	2,572	4,035	7,032
	Fort Erie and Niagara Falls .....	106,292	69,276	25,299	200,867
	Lake Erie Ports .....	43	48	56	147
	Sault Ste-Marie .....	31	255	5,971	6,257
	<b>Total of above.....</b>	<b>106,791</b>	<b>72,151</b>	<b>33,361</b>	<b>214,303</b>
	St. Clair and Detroit River Ports ...	158,300	46,801	119,015	324,116
	All Ports in Canada .....	265,145	119,391	166,828	551,364
(e) Sault Ste-Marie .....	St. Lawrence River Ports .....	159	1,259	1,351	2,769
	Fort Erie and Niagara Falls .....	62	1,440	3,732	5,234
	Lake Erie Ports .....	—	—	3	3
	St. Clair and Detroit River Ports ...	10	357	5,087	5,454
	<b>Total of above .....</b>	<b>231</b>	<b>3,056</b>	<b>10,173</b>	<b>13,460</b>
	Sault Ste-Marie .....	4,040	3,654	23,486	31,180
	All Ports in Canada .....	4,345	7,412	37,733	49,495
<b>Section II. Traffic from Ontario to Other Provinces:</b>					
St. Lawrence River Ports .....	All Ports in Quebec .....	1,244	4,223	12,001	17,468
All Ports in Ontario West of Kingston and East of Sault Ste-Marie (Incl. Sault Ste-Marie) .....	All Ports in Quebec .....	167	1,851	31,398	33,416
All Ports in Ontario .....	All Ports in Quebec .....	1,411	6,075	43,483	50,969
All Ports in Ontario .....	All Ports in Maritime Provinces ....	46	243	5,036	5,325
All Ports in Ontario .....	All Ports in Manitoba .....	125	1,179	3,822	5,126
All Ports in Ontario .....	All Ports in Maritimes, Quebec and Manitoba .....	1,582	7,497	52,341	61,420
All Ports in Ontario .....	All Ports in Ontario .....	568,755	307,154	525,250	1,401,159
All Ports in Ontario .....	All Ports in Canada .....	570,341	314,650	578,783	1,463,774

**TABLE 2. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada during the Calendar Year 1956, Grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit – Concluded**

Ports of entry	Ports of exit	Number of permits by length of stay			Total
		1 day	2 days	3 days and over	
<b>Section III. Traffic from the Maritime Provinces to Central Canada:</b>					
All Ports in the Maritime Provinces	All Ports in Quebec .....	562	680	4,134	5,376
	All Ports in Ontario .....	14	249	2,769	3,032
	All Ports in Quebec and Ontario .....	576	929	6,903	8,408
	All Ports in the Maritime Provinces	60,373	22,520	74,769	157,662
	All Ports in Canada .....	60,949	23,449	81,687	166,035
<b>Section IV. Traffic from Quebec to Other Provinces:</b>					
All Ports in Quebec .....	All Ports in Ontario on the St. Lawrence River .....	1,305	3,171	3,955	13,431
	All Ports in Ontario West of Kingston and East of Sault Ste-Marie (Incl. Sault Ste-Marie) .....	171	1,508	18,206	19,885
	All Ports in Ontario .....	1,477	4,679	27,224	33,380
	All Ports in the Maritime Provinces	1,430	739	6,442	8,611
	All Ports in Ontario and the Maritime Provinces .....	2,907	5,418	33,666	41,991
	All Ports in Quebec .....	133,121	83,183	156,186	372,490
	All Ports in Canada .....	136,028	88,601	189,899	414,528
<b>Section V. Traffic from Manitoba to Ontario:</b>					
All Ports in Manitoba .....	All Ports in Ontario .....	64	937	3,913	4,919
	All Ports in Manitoba .....	12,852	7,125	17,470	37,447
	All Ports in Canada .....	12,993	8,183	23,768	44,944
<b>Section VI. Traffic between the Prairie Provinces:</b>					
All Ports in Manitoba .....	All Ports in Saskatchewan .....	65	94	845	1,004
	All Ports in Alberta .....	3	16	753	772
	All Ports in Saskatchewan and Alberta .....	68	110	1,598	1,776
All Ports in Saskatchewan .....	All Ports in Manitoba .....	59	108	1,160	1,327
	All Ports in Alberta .....	6	52	993	1,051
	All Ports in Manitoba and Alberta....	65	160	2,153	2,378
	All Ports in Saskatchewan .....	4,072	2,923	10,100	17,095
	All Ports in Canada .....	4,139	3,112	13,485	20,736
All Ports in Alberta .....	All Ports in Manitoba .....	1	29	1,111	1,141
	All Ports in Saskatchewan .....	8	88	938	1,034
	All Ports in Manitoba and Saskatchewan .....	9	117	2,049	2,175
	All Ports in Alberta .....	8,231	4,911	14,125	27,267
	All Ports in Canada .....	8,522	6,251	32,800	47,573
<b>Section VII. Traffic between the Prairie Provinces and British Columbia:</b>					
All Ports in the Prairie Provinces	All Ports in British Columbia .....	215	1,246	17,555	19,016
	All Ports in the Prairie Provinces ..	25,297	15,346	47,495	88,138
	All Ports in Canada .....	25,654	17,546	70,053	113,253
All Ports in British Columbia .....	All Ports in the Prairie Provinces ..	141	737	13,696	14,574
	All Ports in British Columbia .....	72,428	67,786	136,005	276,219
	All Ports in Canada .....	72,570	68,524	150,117	291,211

1. Exclusive of commuters, summer residents and locals.

**TABLE 3. Number of Non-Resident Automobiles Which Entered Canada on Custom Permits<sup>1</sup> Through Provinces Indicated and Which Departed in 1956, Classified by United States Federal States or Countries of Registration.**

State	Nfld. P.E.I. N.S. <sup>1</sup>	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C. & Y.T.	Total
Alabama.....	73	342	383	2,793	85	30	172	279	4,157
Arizona.....	5	51	149	1,134	70	61	393	837	2,700
Arkansas.....	50	61	77	1,146	54	42	113	197	1,740
California.....	178	746	1,905	13,857	1,215	735	5,738	43,356	67,730
Colorado.....	32	116	273	2,232	215	309	1,233	1,865	6,275
Connecticut.....	735	8,551	23,567	16,143	26	10	140	278	49,450
Delaware.....	53	229	859	1,916	13	3	39	48	3,160
Dist. of Columbia.....	92	273	1,146	2,432	18	7	58	107	4,133
Florida.....	226	1,441	3,831	11,976	227	89	437	948	19,175
Georgia.....	91	330	560	2,586	54	19	142	365	4,147
Idaho.....	15	77	62	529	76	93	1,175	6,019	8,046
Illinois.....	154	978	2,890	60,678	2,004	590	2,249	2,122	71,665
Indiana.....	108	499	1,029	28,801	366	158	631	800	32,392
Iowa.....	29	160	387	12,553	1,318	639	918	926	16,930
Kansas.....	24	264	328	4,163	805	392	821	1,196	7,993
Kentucky.....	46	185	300	5,179	50	17	104	194	6,075
Louisiana.....	46	182	378	1,847	85	56	227	360	3,181
Maine.....	950	91,508	24,791	3,787	24	8	43	76	121,187
Maryland.....	191	942	3,277	8,764	58	30	152	248	13,662
Massachusetts.....	3,898	24,856	51,373	28,809	75	27	236	391	109,665
Michigan.....	181	1,388	3,079	459,527	1,169	411	1,351	1,481	468,587
Minnesota.....	43	199	699	31,683	14,555	1,634	2,014	1,343	52,170
Mississippi.....	29	141	126	1,005	55	31	83	185	1,655
Missouri.....	55	237	499	9,180	635	188	761	1,021	12,576
Montana.....	2	20	35	550	285	4,835	12,781	2,763	21,271
Nebraska.....	16	129	172	2,907	805	400	682	712	5,823
Nevada.....	4	16	40	323	29	17	146	561	1,136
New Hampshire.....	300	2,576	25,547	3,859	11	12	41	68	32,414
New Jersey.....	956	4,461	21,478	35,335	125	49	461	504	63,369
New Mexico.....	43	63	79	658	47	40	252	384	1,566
New York.....	1,983	9,452	123,820	410,612	343	121	978	1,381	548,690
North Carolina.....	74	393	952	3,775	49	19	121	283	5,666
North Dakota.....	9	13	76	1,610	15,590	6,540	540	295	24,673
Ohio.....	307	1,782	4,515	136,422	381	166	977	1,163	145,713
Oklahoma.....	62	99	216	2,392	306	323	670	724	4,792
Oregon.....	22	82	172	1,423	197	249	1,036	25,325	28,506
Pennsylvania.....	727	4,165	13,308	97,278	204	117	689	1,008	117,496
Rhode Island.....	236	1,823	8,730	4,457	15	3	27	60	15,351
South Carolina.....	44	161	499	1,622	20	10	64	173	2,593
South Dakota.....	10	33	36	1,299	871	588	377	335	3,549
Tennessee.....	45	175	423	4,144	94	33	161	285	5,360
Texas.....	132	777	1,114	6,809	543	439	1,790	2,775	14,379
Utah.....	15	26	35	741	47	44	1,545	1,603	4,056
Vermont.....	100	621	88,128	3,237	14	4	23	66	92,193
Virginia.....	224	882	2,206	7,309	67	23	186	415	11,312
Washington.....	23	124	274	2,297	293	403	2,315	176,111	181,840
West Virginia.....	52	184	270	4,642	14	14	31	79	5,286
Wisconsin.....	52	321	771	26,569	1,267	490	1,058	885	31,413
Wyoming.....	6	24	35	352	48	232	607	412	1,716
<b>Total U.S.</b> .....	<b>12,748</b>	<b>162,158</b>	<b>414,899</b>	<b>1,473,342</b>	<b>44,917</b>	<b>20,750</b>	<b>46,788</b>	<b>283,012</b>	<b>2,458,614</b>
<b>Other Countries<sup>2</sup></b> .....	<b>24</b>	<b>57</b>	<b>307</b>	<b>1,173</b>	<b>59</b>	<b>61</b>	<b>792</b>	<b>8,544</b>	<b>11,017</b>
<b>Grand Total</b> .....	<b>12,772</b>	<b>162,215</b>	<b>415,206</b>	<b>1,474,515</b>	<b>44,976</b>	<b>20,811</b>	<b>47,580</b>	<b>291,556</b>	<b>2,469,631</b>

1. Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from foreign countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

2. Other Countries comprise: Alaska 9,391, Argentina 10, Australia 15, Bahamas 8, Belgium 9, Bermuda 13, Bolivia 4, Brazil 6, British West Indies 4, Chile 3, China 3, Colombia 9, Costa Rica 2, Cuba 74, Denmark 6, Dutch Guiana 1, England 125, France 43, Germany 124, Greece 1, Guam 8, Guatemala 11, Haiti 1, Hawaiian Islands 678, Honduras 1, Hong Kong 3, Iceland 5, India 2, Ireland 5, Italy 18, Jamaica 4, Japan 38, Java 20, Lebanon 1, Libya 1, Mexico 144, Netherlands 28, Netherlands Antilles 35, New Zealand 1, Norway 1, Panama 1, Panama Canal Zone 103, Peru 1, Philippine Islands 1, Puerto Rico 4, St-Pierre and Miquelon 7, Scotland 1, South Africa 15, Spain 1, Sweden 5, Switzerland 7, Trinidad 1, Uruguay 1, Venezuela 10, Wales 3.

**TABLE 4. Number of Non-Resident Automobiles Which Entered Canada on Customs Permits<sup>1</sup> Through Provinces Indicated, and Which Departed in 1956 After Remaining Three Days or Over, Classified by U.S. Federal States or Countries of Registration**

State	Nfld. <sup>2</sup> P.E.I. N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C. and Y.T.	Total	Long term visits as % of long and short term visits
Alabama .....	73	116	186	709	56	23	140	189	1,492	36
Arizona .....	5	28	71	399	52	49	289	550	1,443	53
Arkansas .....	50	19	41	300	34	32	77	106	659	38
California .....	169	455	1,370	5,186	978	657	4,449	29,362	42,626	63
Colorado .....	32	51	147	652	144	238	948	916	3,128	50
Connecticut .....	717	5,128	15,370	6,076	24	9	119	178	27,621	56
Delaware .....	52	160	573	820	11	2	32	31	1,681	53
Dist. of Col. ....	91	209	878	1,320	14	6	44	67	2,629	64
Florida .....	220	865	2,316	5,987	178	73	382	585	10,606	55
Georgia .....	91	149	368	918	36	13	121	184	1,880	45
Idaho .....	15	19	36	141	53	73	757	3,133	4,227	53
Illinois .....	152	599	2,110	32,525	1,601	537	1,741	1,246	40,511	57
Indiana .....	106	288	676	14,213	275	136	503	458	16,655	51
Iowa .....	27	95	288	7,788	953	578	705	476	10,910	64
Kansas .....	24	84	171	1,780	578	286	600	506	4,029	50
Kentucky .....	46	81	196	2,068	31	15	82	113	2,632	43
Louisiana .....	45	69	249	596	57	45	173	201	1,435	45
Maine .....	917	17,920	12,303	987	18	7	42	48	32,242	27
Maryland .....	191	686	2,273	4,481	46	26	119	144	7,966	58
Massachusetts .....	3,783	20,986	34,664	9,135	68	25	199	269	69,129	63
Michigan .....	178	924	2,293	122,396	1,058	384	1,147	965	129,345	28
Minnesota .....	42	100	453	15,233	6,420	1,375	1,473	807	25,903	50
Mississippi .....	29	38	88	263	38	20	72	99	647	39
Missouri .....	54	129	377	3,793	430	157	564	514	6,018	48
Montana .....	2	14	27	189	183	2,531	5,987	1,498	10,431	49
Nebraska .....	16	58	117	1,464	577	354	475	391	3,452	59
Nevada .....	4	11	24	152	18	15	115	385	724	64
New Hampshire .....	292	1,952	11,752	943	11	9	34	42	15,035	46
New Jersey .....	932	3,428	14,727	18,404	110	44	385	351	38,381	61
New Mexico .....	42	27	42	215	32	33	198	241	830	53
New York .....	1,918	7,151	51,770	147,500	305	115	848	925	210,532	38
North Carolina .....	74	220	596	1,686	29	15	94	149	2,863	51
North Dakota .....	7	7	34	784	6,121	3,116	404	182	10,655	43
Ohio .....	301	1,152	3,070	85,519	325	138	814	654	91,973	63
Oklahoma .....	60	60	115	963	199	195	493	321	2,406	50
Oregon .....	22	47	96	470	148	207	748	17,444	19,182	67
Pennsylvania .....	695	2,724	8,941	55,164	170	83	592	611	68,980	59
Rhode Island .....	232	1,414	6,387	1,311	15	1	25	29	9,414	61
South Carolina .....	43	80	319	552	13	8	53	95	1,163	45
South Dakota .....	8	15	25	602	600	475	263	196	2,184	62
Tennessee .....	44	94	242	1,012	66	25	123	153	1,759	33
Texas .....	129	285	545	2,155	359	314	1,370	1,403	6,560	46
Utah .....	15	11	20	162	34	35	1,116	795	2,188	54
Vermont .....	99	428	10,971	884	10	4	17	45	12,458	14
Virginia .....	222	508	1,484	3,302	46	19	152	250	5,983	53
Washington .....	23	73	165	714	215	335	1,685	74,621	77,831	43
West Virginia .....	52	98	168	2,732	11	14	25	28	3,128	59
Wisconsin .....	52	166	539	13,594	944	410	810	511	17,026	54
Wyoming .....	6	12	16	114	32	174	428	239	1,021	59
<b>Total U.S. ....</b>	<b>12,399</b>	<b>69,233</b>	<b>189,689</b>	<b>578,353</b>	<b>23,726</b>	<b>13,435</b>	<b>32,032</b>	<b>142,706</b>	<b>1,061,573</b>	<b>43</b>
<b>Other Countries<sup>3</sup> .....</b>	<b>20</b>	<b>35</b>	<b>210</b>	<b>430</b>	<b>42</b>	<b>50</b>	<b>768</b>	<b>7,411</b>	<b>8,966</b>	<b>81</b>
<b>Grand Total .....</b>	<b>12,419</b>	<b>69,268</b>	<b>189,899</b>	<b>578,783</b>	<b>23,768</b>	<b>13,485</b>	<b>32,800</b>	<b>150,117</b>	<b>1,070,539</b>	<b>43</b>
Long term visits as % of long and short term visits .....	97	43	46	39	53	65	69	51	43	—

1. Exclusive of commuters, summer residents and locals.

2. Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which have travelled to these provinces by water direct from other countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

3. Other countries comprise: Alaska 8,095, Argentina 5, Australia 7, Bahamas 8, Belgium 6, Bermuda 11, Bolivia 1, Brazil 6, British West Indies 3, Chile 3, China 2, Colombia 5, Costa Rica 2, Cuba 48, Denmark 4, Dutch Guiana 1, England 72, France 18, Germany 66, Greece 1, Guam 8, Guatemala 1, Hawaiian Islands 317, Honduras 1, Hong Kong 2, Iceland 4, India 1, Ireland 3, Italy 8, Jamaica 3, Japan 9, Mexico 97, Netherlands 22, Netherlands Antilles 14, New Zealand 1, Norway 1, Panama 1, Panama Canal Zone 53, Peru 1, Philippine Islands 1, Puerto Rico 3, St. Pierre and Miquelon 7, South Africa 13, Spain 1, Sweden 4, Switzerland 5, Uruguay 1, Venezuela 9, Wales 2.

**TABLE 5. Number of Non-Resident Automobiles Travelling in Canada on Customs Permits which Departed in the Years 1952-1956 (Classified by U.S. Federal States of Registration)**

State of origin	1952	1953	1954	1955	1956
<b>North Eastern:</b>					
Connecticut .....	42,079	47,727	46,860	47,196	49,450
Maine .....	113,076	114,984	111,796	114,649	121,187
Massachusetts .....	100,716	106,936	104,806	107,760	109,665
New Hampshire .....	25,813	28,774	28,865	30,150	32,414
New Jersey .....	55,539	62,232	60,342	62,828	63,369
New York .....	472,686	517,471	517,998	543,086	548,690
Pennsylvania .....	119,745	134,280	121,739	122,597	117,496
Rhode Island .....	14,970	16,482	15,136	15,637	15,351
Vermont .....	87,168	95,715	89,502	88,832	92,193
	1,031,792	1,124,601	1,097,044	1,132,735	1,149,815
<b>% of Total</b> .....	<b>45.8</b>	<b>45.4</b>	<b>45.2</b>	<b>45.3</b>	<b>46.6</b>
<b>Great Lakes:</b>					
Illinois .....	73,532	80,240	78,549	77,559	71,665
Indiana .....	32,097	36,536	34,443	34,376	32,392
Michigan .....	428,668	481,916	477,874	494,204	468,587
Ohio .....	145,038	158,806	150,088	153,239	145,713
Wisconsin .....	28,856	31,638	31,058	32,377	31,413
	708,191	789,136	772,012	791,755	749,770
<b>% of Total</b> .....	<b>31.4</b>	<b>31.9</b>	<b>31.8</b>	<b>31.7</b>	<b>30.4</b>
<b>North Western:</b>					
Minnesota .....	38,420	43,600	49,658	52,711	52,170
Montana .....	16,589	17,981	19,100	19,486	21,271
North Dakota .....	24,559	25,109	25,944	25,149	24,673
	79,568	86,690	94,702	97,346	98,114
<b>% of Total</b> .....	<b>3.5</b>	<b>3.5</b>	<b>3.9</b>	<b>3.9</b>	<b>4.0</b>
<b>West Coast:</b>					
California .....	64,342	71,620	69,434	67,470	67,730
Oregon .....	26,238	26,980	26,295	28,153	28,506
Washington .....	166,452	177,540	174,734	180,005	181,840
	257,032	276,140	270,463	275,628	278,076
<b>% of Total</b> .....	<b>11.4</b>	<b>11.2</b>	<b>11.2</b>	<b>11.0</b>	<b>11.2</b>
<b>Other:</b>					
	177,346	198,775	192,619	200,924	193,856
<b>% of Total</b> .....	<b>7.9</b>	<b>8.0</b>	<b>7.9</b>	<b>8.0</b>	<b>7.8</b>
<b>Total</b> .....	<b>2,253,929</b>	<b>2,475,342</b>	<b>2,426,840</b>	<b>2,498,388</b>	<b>2,469,631</b>

**TABLE 6. Average Expenditure per Car Declared by Non-Resident Permit-Holding Motorists<sup>1</sup>  
by U.S. Federal States of Registration, 1952-1956**

State of registration	Average declared expenditure per car				
	1952	1953	1954	1955	1956
<b>North Eastern:</b>					
Connecticut.....	67.63	71.32	67.74	68.86	72.58
Maine .....	20.90	22.08	23.21	24.85	26.18
Massachusetts .....	79.45	83.06	80.90	81.34	85.38
New Hampshire.....	46.66	47.93	43.83	44.07	45.70
New Jersey .....	81.50	93.91	91.22	91.08	97.30
New York.....	51.83	53.34	51.76	52.62	52.78
Pennsylvania .....	74.78	78.08	77.84	78.49	78.83
Rhode Island.....	69.70	76.35	67.63	70.91	71.52
Vermont .....	14.14	14.12	13.75	15.45	15.69
<b>Great Lakes:</b>					
Illinois.....	83.56	79.67	69.32	84.76	90.74
Indiana.....	64.80	67.02	61.65	70.39	72.84
Michigan .....	30.49	30.32	30.87	28.44	31.85
Ohio .....	79.65	78.80	79.40	80.45	80.47
Wisconsin .....	76.88	79.25	67.57	77.41	79.92
<b>North Western:</b>					
Minnesota .....	66.56	66.65	59.07	64.78	68.13
Montana .....	59.27	64.95	61.20	60.84	58.77
North Dakota.....	45.50	47.65	42.54	42.81	44.31
<b>West Coast:</b>					
California .....	99.47	102.41	103.41	107.47	108.68
Oregon .....	92.74	99.82	97.22	95.56	97.47
Washington .....	50.18	53.76	52.93	51.87	52.95
<b>Other .....</b>	<b>86.84</b>	<b>87.34</b>	<b>85.45</b>	<b>89.36</b>	<b>92.27</b>

1. Including commuters, summer residents and locals.

**TABLE 7. Average Declared Expenditure Per Car, Total Expenditures in Canada of Non-Resident Permit-Holding Motorists<sup>1</sup> Who Departed in 1956, Average Length of Visit and Average Expenditure Per Car Per Day**

State of origin	Entries on customs permits as % of automobile registrations	Average expenditure per car	Total expenditure	Average length of visit	Average expenditure per car per day
	%	\$	\$	(days)	\$
Alabama .....	0.5	60.09	249,794	10.93	5.50
Arizona .....	0.8	103.03	278,181	9.99	10.31
Arkansas .....	0.4	75.05	130,587	13.02	5.76
California .....	1.2	108.68	7,360,896	7.97	13.64
Colorado .....	1.0	82.44	517,311	7.56	10.90
Connecticut .....	5.9	72.58	3,589,081	5.25	13.80
Delaware .....	2.5	87.34	275,994	5.63	15.51
Dist. of Columbia .....	2.4	101.32	418,756	9.05	11.20
Florida .....	1.3	104.57	2,005,130	15.27	6.85
Georgia .....	0.4	83.67	346,979	12.00	6.97
Idaho .....	3.4	71.67	576,657	7.79	9.20
Illinois .....	2.4	90.74	6,502,882	6.18	14.68
Indiana .....	2.1	72.84	2,359,433	5.73	12.71
Iowa .....	1.7	105.04	1,778,327	6.57	15.99
Kansas .....	1.0	95.06	759,815	8.12	11.71
Kentucky .....	0.7	65.29	396,637	6.53	10.00
Louisiana .....	0.4	93.06	296,024	11.84	7.86
Maine .....	44.9	26.18	3,172,676	6.09	4.30
Maryland .....	1.6	90.75	1,239,827	6.52	13.92
Massachusetts .....	7.7	85.38	9,363,198	6.26	13.64
Michigan .....	17.1	31.85	14,924,496	4.58	6.95
Minnesota .....	4.5	68.13	3,554,342	6.07	11.22
Mississippi .....	0.4	81.97	135,660	12.37	6.63
Missouri .....	1.0	87.43	1,099,520	6.72	13.01
Montana .....	9.0	58.77	1,250,097	5.79	10.15
Nebraska .....	1.2	107.32	624,924	7.48	14.35
Nevada .....	1.1	117.08	133,003	12.01	9.75
New Hampshire .....	18.0	45.70	1,481,320	4.16	10.99
New Jersey .....	3.4	97.30	6,165,804	6.06	16.06
New Mexico .....	0.6	103.87	162,660	15.57	6.67
New York .....	12.9	52.78	28,959,858	7.81	6.76
North Carolina .....	0.5	76.47	433,279	10.59	7.22
North Dakota .....	11.8	44.31	1,093,261	5.97	7.42
Ohio .....	4.5	80.47	11,725,525	6.65	12.10
Oklahoma .....	0.6	115.28	552,422	13.62	8.46
Oregon .....	3.9	97.47	2,778,480	6.27	15.55
Pennsylvania .....	3.5	78.83	9,262,210	5.79	13.61
Rhode Island .....	5.5	71.52	1,097,904	6.00	11.92
South Carolina .....	0.4	63.03	163,437	10.30	6.12
South Dakota .....	1.5	92.43	328,034	6.77	13.65
Tennessee .....	0.6	57.49	308,146	6.59	8.72
Texas .....	0.5	91.23	1,311,796	9.99	9.13
Utah .....	1.4	77.30	313,529	6.79	11.38
Vermont .....	74.0	15.69	1,446,508	3.61	4.35
Virginia .....	1.0	78.54	888,444	9.49	8.28
Washington .....	18.8	52.95	9,628,428	4.12	12.85
West Virginia .....	1.2	84.84	448,464	7.80	10.88
Wisconsin .....	2.6	79.92	2,510,527	5.22	15.31
Wyoming .....	1.4	106.39	182,565	9.47	11.23

1. Including commuters, summer residents and locals.

TABLE 8. Number of Canadian Automobiles Returning to Canada in 1956, Classified by Length of Visit, by Province of Re-Entry into Canada

Day's stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	B.C. and Y.T.
1 .....	1, 458, 048	1, 036, 884	2, 695, 012	134, 025	74, 211	63, 939	560, 057
2 <sup>1</sup> .....	54, 883	104, 139	94, 285	12, 025	4, 736	7, 703	36, 399
3 .....	32, 164	109, 678	213, 843	30, 395	15, 568	30, 187	93, 973
4 .....	10, 356	36, 751	43, 239	6, 959	2, 997	7, 316	18, 019
5 .....	9, 462	18, 828	17, 899	3, 055	1, 444	3, 399	9, 882
6 .....	3, 600	13, 042	11, 706	1, 449	849	2, 983	4, 766
7 .....	8, 832	44, 466	32, 889	3, 938	1, 033	3, 088	12, 234
8 .....	718	3, 846	4, 727	610	380	1, 382	2, 466
9 .....	681	2, 019	2, 456	520	217	1, 038	2, 066
10 .....	1, 129	6, 868	8, 553	997	493	1, 089	3, 465
11 .....	313	1, 257	1, 631	275	398	787	844
12 .....	634	1, 189	3, 007	234	161	905	1, 498
13 .....	57	532	491	112	133	421	802
14 .....	2, 523	12, 037	17, 648	2, 170	1, 038	1, 551	7, 445
15 .....	222	1, 815	728	193	94	370	368
16 .....	106	397	1, 201	131	132	182	515
17 .....	47	302	398	109	98	101	400
18 .....	22	416	764	107	38	163	679
19 .....	31	365	175	45	134	136	277
20 .....	21	408	521	93	147	153	216
21 .....	581	4, 602	8, 953	878	358	548	2, 994
22 .....	—	108	163	11	34	67	178
23 .....	—	77	79	34	—	62	97
24 .....	18	161	213	58	—	29	170
25 .....	21	192	104	33	60	15	44
26 .....	—	31	55	13	34	15	55
27 .....	9	24	64	—	—	10	—
28 .....	16	646	1, 434	71	30	74	244
29 .....	21	31	12	—	—	15	—
30- 39 .....	442	4, 339	5, 006	519	208	447	1, 561
40- 49 .....	120	1, 105	1, 854	316	104	140	523
50- 59 .....	—	273	191	24	30	10	52
60- 69 .....	159	2, 631	2, 202	242	143	366	726
70- 79 .....	18	237	367	57	54	10	99
80- 89 .....	—	—	35	—	13	—	10
90- 99 .....	31	545	978	131	111	112	412
100-119 .....	—	44	76	43	41	—	29
120-139 .....	72	173	404	43	113	75	239
140-169 .....	9	52	115	34	17	20	131
170-199 .....	18	67	249	22	25	28	84
200 & over .....	30	64	157	33	21	53	148
<b>Total .....</b>	<b>1, 585, 414</b>	<b>1, 410, 641</b>	<b>3, 173, 884</b>	<b>200, 004</b>	<b>105, 697</b>	<b>128, 989</b>	<b>764, 167</b>

1. Includes vehicles staying more than 24 hours and less than 48 hours.

TABLE 9. Number and Expenditures of Canadian Automobiles Returning to Canada in 1956, Classified by Length of Visit

Day's stay	Number of cars	% of total cars	Average expenditure per car	Estimated expenditures	% of total expenditures	Number of car days	Average expenditure per car per day
			\$	\$			\$
1 .....	6,022,176	81.72	4.87	29,313,620	14.95	6,022,176	4.87
2 <sup>1</sup> .....	314,170	4.26	30.30	9,519,022	4.85	628,340	15.15
3 .....	525,808	7.14	100.66	52,936,224	26.99	1,577,424	33.56
4 .....	125,637	1.70	124.45	15,635,797	7.97	502,548	31.11
5 .....	63,969	0.87	129.80	8,302,971	4.23	319,845	25.96
6 .....	38,395	0.52	153.14	5,879,993	3.00	230,370	25.52
7 .....	106,480	1.45	145.29	15,470,445	7.89	745,360	20.76
8 .....	14,129	0.19	203.95	2,381,621	1.47	113,032	25.49
9 .....	8,997	0.12	210.02	1,889,593	0.96	80,973	23.34
10 .....	22,594	0.31	222.10	5,018,029	2.56	225,940	22.21
11 .....	5,505	0.07	246.64	1,357,750	0.69	60,555	22.42
12 .....	7,628	0.10	257.41	1,963,496	1.00	91,536	21.45
13 .....	2,548	0.03	270.76	689,909	0.35	33,124	20.83
14 .....	44,412	0.60	269.91	11,987,441	6.11	621,763	19.28
15 .....	3,790	0.05	265.33	1,005,596	0.51	56,850	17.69
16 .....	2,664	0.04	326.27	869,174	0.44	42,624	20.39
17 .....	1,455	0.02	344.85	501,752	0.26	24,735	20.29
18 .....	2,189	0.03	343.34	751,576	0.38	39,402	19.07
19 .....	1,163	0.02	335.16	389,795	0.20	22,097	17.64
20 .....	1,559	0.02	346.00	539,420	0.28	31,180	17.30
21 .....	18,914	0.26	386.38	7,307,915	3.73	397,194	18.40
22 .....	561	0.01	506.99	284,421	0.15	12,342	23.04
23 .....	349	—	413.23	144,217	0.07	8,027	17.97
24 .....	649	0.01	265.61	172,379	0.09	15,576	11.07
25 .....	469	0.01	419.96	196,961	0.10	11,725	16.80
26 .....	203	—	559.91	113,662	0.06	5,278	21.54
27 .....	107	—	410.74	43,949	0.02	2,889	15.21
28 .....	2,515	0.03	499.93	1,257,317	0.64	70,420	17.85
29 .....	79	—	511.59	40,416	0.02	2,291	17.64
30 - 39 .....	12,522	0.17	483.30	6,051,870	3.09	381,733	15.85
40 - 49 .....	4,162	0.06	704.80	2,933,381	1.50	177,288	16.55
50 - 59 .....	580	0.01	468.00	271,440	0.14	31,303	8.67
60 - 69 .....	6,469	0.09	710.12	4,593,746	2.34	399,754	11.49
70 - 79 .....	842	0.01	741.93	624,708	0.32	62,229	10.04
80 - 89 .....	58	—	307.88	17,857	0.01	4,785	3.73
90 - 99 .....	2,320	0.03	836.34	1,940,318	0.99	209,435	9.26
100 - 119 .....	233	—	958.94	223,432	0.11	24,708	9.04
120 - 139 .....	1,119	0.02	982.64	1,099,579	0.56	134,863	8.15
140 - 169 .....	378	0.01	1,103.77	417,226	0.21	57,008	7.32
170 - 199 .....	493	0.01	1,047.01	516,175	0.26	89,325	5.78
200 & over .....	506	0.01	1,931.96	977,572	0.50	144,786	6.75
<b>Totals .....</b>	<b>7,368,796</b>	<b>100.00</b>	<b>26.62</b>	<b>196,131,765</b>	<b>100.00</b>	<b>13,712,833</b>	<b>14.30</b>
Average length of stay .....						per-car 1.86	

1. Includes vehicles staying more than 24 hours and less than 48 hours.

TABLE 9A. Number of and Average Expenditure Per Day by Canadian Motorists Returning to Canada in 1956, Classified by Length of Visit

Day's stay	Average persons per car	Number of persons	Number of person-days	Average expenditures per person per day
				\$
1 .....	2.73	16,752,245	16,752,245	1.75
2 <sup>1</sup> .....	2.91	912,707	1,825,414	5.21
3 .....	2.98	1,565,289	4,695,867	11.27
4 .....	3.04	381,322	1,525,288	10.25
5 .....	3.08	196,707	983,535	8.44
6 .....	3.15	121,041	726,246	8.10
7 .....	3.06	325,529	2,278,703	6.79
8 .....	3.09	43,673	349,384	8.25
9 .....	3.01	27,037	243,333	7.77
10 .....	2.99	67,544	675,440	7.43
11 .....	3.01	16,881	185,691	7.31
12 .....	3.03	23,085	277,020	7.09
13 .....	2.95	7,515	97,695	7.06
14 .....	3.00	133,174	1,864,436	6.43
15 .....	2.99	11,345	170,175	5.91
16 .....	2.48	6,619	105,904	8.21
17 .....	2.68	3,897	66,249	7.57
18 .....	2.80	6,131	110,358	6.81
19 .....	2.97	3,457	65,683	5.93
20 .....	2.70	4,214	84,280	6.40
21 .....	2.90	54,841	1,151,661	6.35
22 .....	2.91	1,658	36,476	7.80
23 .....	2.66	927	21,321	6.76
24 .....	2.83	1,835	44,040	3.91
25 .....	2.79	1,307	32,675	6.03
26 .....	3.50	711	18,486	6.15
27 .....	2.42	259	6,993	6.28
28 .....	2.81	7,069	197,932	6.35
29 .....	2.08	164	4,756	8.50
30 - 39 .....	2.82	35,282	1,075,395	5.63
40 - 49 .....	2.75	11,431	486,961	6.02
50 - 59 .....	2.91	1,687	91,047	2.98
60 - 69 .....	2.88	18,603	1,149,665	4.00
70 - 79 .....	2.90	2,446	180,784	3.46
80 - 89 .....	2.83	164	13,530	1.32
90 - 99 .....	2.43	5,639	509,033	3.81
100-119 .....	2.57	598	63,412	3.52
120-139 .....	2.27	2,542	306,362	3.59
140-169 .....	2.29	867	130,752	3.19
170-199 .....	2.24	1,105	200,215	2.58
200 & over .....	2.88	1,456	416,620	2.35
<b>Totals</b> .....	<b>2.82</b>	<b>20,760,003</b>	<b>39,221,062</b>	<b>5.00</b>
Average length of stay .....			per person	1.89

1. Includes vehicles staying more than 24 hours and less than 48 hours.

TABLE 10. State of Destination Reported by Canadians, Special Survey, 1956  
Percentage of Persons Reporting Visits of 48 Hours or Over

State of Destination	Calendar Year	First Quarter	Second Quarter	Third Quarter	Fourth Quarter
	%	%	%	%	%
New York .....	28.45	23.79	32.93	26.12	31.20
Washington .....	11.14	8.89	11.47	11.77	11.60
Florida .....	9.32	23.82	10.32	3.55	5.28
Michigan .....	9.32	8.85	10.71	8.99	8.54
California .....	5.37	8.42	4.51	4.39	5.50
Massachusetts .....	5.13	2.92	3.76	6.36	5.79
Minnesota .....	3.30	2.25	2.33	4.27	3.70
Maine .....	3.16	0.79	1.41	6.05	2.34
Ohio .....	2.85	2.66	3.19	3.05	2.25
New Jersey .....	2.27	1.19	1.66	3.45	1.89
Illinois .....	2.04	2.33	1.95	1.65	2.60
Oregon .....	1.95	1.34	1.49	2.50	2.10
Pennsylvania .....	1.75	1.43	1.96	1.85	1.61
North Dakota .....	1.67	0.58	1.57	2.01	2.17
Vermont .....	1.62	0.54	1.55	2.10	1.83
Dist. of Columbia .....	1.09	0.72	1.14	0.96	1.57
New Hampshire .....	0.95	0.29	0.46	1.75	0.72
Connecticut .....	0.86	0.74	0.66	0.99	0.96
Montana .....	0.75	0.33	0.71	0.87	0.94
Virginia .....	0.71	0.39	0.69	0.74	0.99
Texas .....	0.55	1.24	0.48	0.30	0.48
Idaho .....	0.49	0.38	0.25	0.75	0.44
Indiana .....	0.49	0.38	0.68	0.44	0.44
Rhode Island .....	0.47	0.24	0.22	0.74	0.50
Arizona .....	0.43	1.16	0.47	0.14	0.23
Wisconsin .....	0.41	0.32	0.23	0.47	0.60
Missouri .....	0.34	0.65	0.30	0.21	0.36
Louisiana .....	0.29	0.43	0.26	0.19	0.34
Maryland .....	0.28	0.31	0.27	0.31	0.24
Kentucky .....	0.25	0.16	0.33	0.25	0.23
North Carolina .....	0.24	0.27	0.24	0.17	0.30
Wyoming .....	0.23	0.09	0.02	0.45	0.21
Tennessee .....	0.21	0.16	0.25	0.17	0.28
Colorado .....	0.19	0.19	0.09	0.28	0.15
Utah .....	0.17	0.14	0.07	0.24	0.17
Georgia .....	0.15	0.23	0.18	0.03	0.24
Iowa .....	0.15	0.19	0.07	0.16	0.19
South Carolina .....	0.13	0.12	0.26	0.04	0.14
West Virginia .....	0.11	0.09	0.15	0.12	0.09
South Dakota .....	0.10	0.07	0.08	0.12	0.12
Kansas .....	0.09	0.21	0.07	0.09	0.03
Nevada .....	0.09	0.10	0.14	0.07	0.06
Nebraska .....	0.08	0.08	0.02	0.05	0.21
Oklahoma .....	0.08	0.11	0.08	0.07	0.05
Delaware .....	0.07	0.04	0.04	0.07	0.11
Alaska .....	0.06	0.02	0.06	0.07	0.06
Alabama .....	0.04	0.07	0.02	0.03	0.06
Arkansas .....	0.04	0.07	0.06	0.01	0.03
New Mexico .....	0.04	0.07	0.02	0.03	0.06
Mississippi .....	0.03	0.04	0.07	0.01	—

Percentage of Persons Reporting Visits of 48 Hours or Over

State of Destination	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	B.C. and Y.T.	Total
	%	%	%	%	%	%	%	%
Alabama .....	0.16	0.01	0.04	0.18	—	—	0.02	0.04
Arizona .....	—	0.01	0.24	0.62	1.08	2.31	1.32	0.43
Arkansas .....	0.03	—	0.06	0.12	—	—	—	0.04
California .....	1.19	0.33	2.44	4.59	4.01	9.74	19.59	5.37
Colorado .....	0.19	0.05	0.18	0.36	0.62	1.26	0.26	0.19
Connecticut .....	2.07	2.52	0.50	—	—	—	0.04	0.86
Delaware .....	—	0.17	0.06	—	—	—	—	0.07
Dist. of Columbia .....	0.35	1.55	1.35	0.28	—	—	0.22	1.09
Florida .....	3.90	9.38	13.83	3.79	1.08	1.37	0.43	9.32
Georgia .....	0.22	0.12	0.21	0.08	—	0.32	0.02	0.15
Idaho .....	—	—	0.01	0.12	0.46	0.95	2.58	0.49
Illinois .....	0.19	0.24	3.01	5.78	3.86	2.84	0.51	2.04
Indiana .....	0.35	0.02	0.84	0.38	0.31	0.53	0.12	0.49
Iowa .....	0.06	0.02	0.12	0.77	4.01	0.21	0.04	0.15
Kansas .....	0.03	0.01	0.09	0.38	1.70	0.74	0.03	0.09
Kentucky .....	0.22	0.06	0.44	0.02	—	0.32	—	0.25
Louisiana .....	0.09	0.17	0.37	0.59	1.23	0.21	0.14	0.29
Maine .....	27.82	8.01	0.97	0.08	0.15	—	0.02	3.16
Maryland .....	0.16	0.37	0.39	0.08	0.31	—	0.01	0.28
Massachusetts .....	38.30	12.54	2.21	0.48	—	0.53	0.09	5.13
Michigan .....	0.22	0.21	17.62	4.79	6.02	2.63	0.61	9.32
Minnesota .....	0.06	0.08	1.40	42.47	11.58	3.58	0.29	3.30
Mississippi .....	—	0.02	0.03	0.12	0.31	—	0.01	0.03
Missouri .....	—	0.05	0.45	1.13	0.62	0.63	0.16	0.34
Montana .....	—	0.01	0.14	0.48	7.41	41.05	0.89	0.75
Nebraska .....	—	0.02	0.06	0.48	1.54	0.32	0.03	0.08
Nevada .....	—	—	0.02	0.04	—	1.68	0.32	0.09
New Hampshire .....	2.13	3.70	0.19	0.06	0.31	—	0.01	0.95
New Jersey .....	1.54	5.19	2.20	0.24	0.31	0.63	0.06	2.27
New Mexico .....	—	—	0.03	—	—	0.74	0.12	0.04
New York .....	15.02	42.30	37.81	1.69	0.31	1.37	0.55	28.45
North Carolina .....	0.03	0.22	0.37	0.08	—	—	—	0.24
North Dakota .....	0.19	0.01	0.30	21.19	36.27	1.37	0.17	1.67
Ohio .....	0.53	0.23	5.45	0.73	1.23	0.10	0.06	2.85
Oklahoma .....	—	—	0.07	0.26	0.62	1.37	0.05	0.08
Oregon .....	—	0.01	0.04	0.02	1.54	0.84	10.52	1.95
Pennsylvania .....	0.97	1.70	2.62	0.46	0.77	0.42	0.09	1.75
Rhode Island .....	1.85	1.45	0.19	—	—	0.10	0.01	0.47
South Carolina .....	0.16	0.17	0.17	0.06	0.31	—	—	0.13
South Dakota .....	—	—	0.02	1.11	1.39	0.53	0.06	0.10
Tennessee .....	0.25	0.06	0.37	0.08	—	0.10	—	0.21
Texas .....	0.35	0.19	0.61	1.51	2.78	2.21	0.35	0.55
Utah .....	—	0.01	0.10	0.16	0.15	3.79	0.37	0.17
Vermont .....	0.60	7.45	0.10	—	—	—	—	1.62
Virginia .....	0.22	0.72	1.04	0.54	—	0.21	0.01	0.71
Washington .....	0.06	0.03	0.35	1.57	4.94	10.74	59.05	11.14
West Virginia .....	—	0.06	0.19	0.06	0.15	—	—	0.11
Wisconsin .....	0.09	0.02	0.55	1.63	1.54	0.21	0.11	0.41
Wyoming .....	—	—	0.15	0.34	1.08	4.84	0.39	0.23
Alaska .....	—	0.01	—	—	—	0.21	0.27	0.06
	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

TABLE 12. Balance of Payments on Travel Account Between Canada and Other Countries, 1926-1956

(Net Credits + Net Debits -)

Year	Account with United States			Account with overseas countries <sup>1</sup>			Account with all countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
	(\$ Million)								
1926 .....	140	70	+ 70	12	29	-17	152	99	+ 53
1927 .....	148	72	+ 76	15	28	-13	163	100	+ 63
1928 .....	163	72	+ 91	14	26	-12	177	98	+ 79
1929 .....	184	81	+103	14	27	-13	198	108	+ 90
1930 .....	167	67	+100	13	25	-12	180	92	+ 88
1931 .....	141	52	+ 89	12	19	- 7	153	71	+ 82
1932 .....	103	30	+ 73	11	19	- 8	114	49	+ 65
1933 .....	81	30	+ 51	8	14	- 6	89	44	+ 45
1934 .....	96	36	+ 60	10	14	- 4	106	50	+ 56
1935 .....	107	48	+ 59	10	16	- 6	117	64	+ 53
1936 .....	129	54	+ 75	13	21	- 8	142	75	+ 67
1937 .....	149	65	+ 84	17	22	- 5	166	87	+ 79
1938 .....	134	66	+ 68	15	20	- 5	149	86	+ 63
1939 .....	137	67	+ 70	12	14	- 2	149	81	+ 68
1940 .....	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941 .....	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942 .....	79	24	+ 55	3	3	-	82	27	+ 55
1943 .....	87	34	+ 53	2	3	- 1	89	37	+ 52
1944 .....	117	57	+ 60	3	3	-	120	60	+ 60
1945 .....	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946 .....	216	130	+ 86	6	6	-	222	136	+ 86
1947 .....	241	152	+ 89	10	15	- 5	251	167	+ 84
1948 .....	267	113	+154	13	22	- 9	280	135	+145
1949 .....	267	165	+102	18	28	-10	285	193	+ 92
1950 .....	260	193	+ 67	15	33	-18	275	226	+ 49
1951 .....	258	246	+ 12	16	34	-18	274	280	- 6
1952 .....	257	294	- 37	18	47	-29	275	341	- 66
1953 .....	282	307	- 25	20	58	-38	302	365	- 63
1954 .....	283	320	- 37	22	69	-47	305	389	- 84
1955 .....	303	363	- 60	25	86	-61	328	449	-121
1956 <sup>2</sup> .....	309	391	- 82	28	107	-79	337	498	-161

1. Prior to confederation with Canada in 1949 Newfoundland was classed as an overseas country.  
 2. Subject to revision.

**TABLE 13. Number of Foreign Automobiles and Other Vehicles Entering Canada, by Province of Entry, 1952 - 1956**

Entering by ports in	1952	1953	1954	1955	1956
<b>Non-permit class – Local traffic<sup>1</sup></b>					
Atlantic Provinces .....	967,478	1,009,549	1,014,429	1,169,151	1,385,993
Quebec .....	289,369	348,679	315,117	482,534	542,454
Ontario .....	3,806,941	4,127,205	3,616,109	3,758,160	3,915,963
Manitoba .....	71,783	71,334	66,571	72,591	70,890
Saskatchewan .....	25,655	25,493	23,789	31,956	32,420
Alberta .....	19,847	23,254	24,912	39,788	32,069
British Columbia .....	109,917	122,165	120,510	128,583	130,282
Yukon .....	2,263	1,520	1,536	626	995
<b>Canada<sup>2</sup></b> .....	<b>5,293,253</b>	<b>5,729,199</b>	<b>5,182,973</b>	<b>5,683,389</b>	<b>6,111,066</b>
<b>Travellers' vehicle permits<sup>1</sup></b>					
Atlantic Provinces .....	152,421	161,286	163,034	166,664	174,698
Quebec .....	393,507	413,016	396,783	405,784	417,826
Ontario .....	1,362,363	1,534,135	1,492,378	1,549,942	1,485,360
Manitoba .....	38,040	39,971	46,499	46,723	45,543
Saskatchewan .....	19,288	21,155	20,863	18,910	20,984
Alberta .....	42,743	44,450	44,894	45,745	47,916
British Columbia .....	262,550	283,846	278,376	283,469	282,926
Yukon .....	7,253	8,255	8,017	7,756	9,191
<b>Canada<sup>3</sup></b> .....	<b>2,278,165</b>	<b>2,506,114</b>	<b>2,450,844</b>	<b>2,524,993</b>	<b>2,484,444</b>
<b>Commercial vehicles</b>					
Atlantic Provinces .....	89,951	83,707	77,259	94,989	110,295
Quebec .....	43,110	59,019	64,008	86,979	120,184
Ontario .....	138,571	190,197	115,928	133,779	156,942
Manitoba .....	6,801	7,218	10,478	12,717	15,008
Saskatchewan .....	5,658	7,927	7,464	6,541	8,502
Alberta .....	3,988	6,013	4,570	7,989	8,773
British Columbia .....	14,606	17,232	22,645	22,234	29,834
Yukon .....	1,051	1,176	1,019	315	1,385
<b>Canada</b> .....	<b>303,736</b>	<b>372,489</b>	<b>303,371</b>	<b>365,543</b>	<b>450,923</b>

1. "Non-Permit Class" and Travellers' Vehicle Permits are defined on page 69.

2. Includes 3,811 motorcycles, 31,964 bicycles and 164,291 taxis in 1956.

3. Includes 1,258 motorcycles, 1,534 bicycles and 3,590 other vehicles in 1956.

TABLE 14. Number of Foreign Automobiles and Other Vehicles Entering Canada, by Month of Entry, 1952-1956

Month	1952	1953	1954	1955	1956
<b>Non-permit class - Local traffic<sup>1</sup></b>					
January .....	265,842	298,313	310,994	270,122	323,125
February .....	269,327	286,351	292,040	242,686	297,624
March .....	313,361	342,090	315,682	269,088	328,989
April .....	351,242	377,232	330,137	385,694	425,938
May .....	442,886	482,461	446,968	501,979	511,769
June .....	558,429	579,338	526,387	584,817	628,224
July .....	806,530	819,809	799,426	921,522	881,774
August .....	733,555	806,771	720,499	798,819	844,405
September .....	462,597	561,904	471,970	545,478	601,759
October .....	400,192	448,066	375,033	459,144	481,999
November .....	356,539	373,782	308,980	352,799	395,344
December .....	332,753	353,082	284,857	351,241	390,116
<b>Total<sup>2</sup> .....</b>	<b>5,293,253</b>	<b>5,729,199</b>	<b>5,182,973</b>	<b>5,683,389</b>	<b>6,111,066</b>
<b>Travellers' vehicle permits<sup>1</sup></b>					
January .....	38,113	47,422	48,736	57,451	56,076
February .....	52,439	57,448	59,617	52,332	55,175
March .....	62,515	71,587	67,218	67,071	75,823
April .....	96,379	106,709	107,022	118,786	105,632
May .....	179,463	183,509	194,685	200,671	162,388
June .....	289,088	297,616	275,154	289,577	320,390
July .....	501,019	544,420	562,223	582,036	541,715
August .....	534,262	546,185	515,149	515,078	526,738
September .....	232,580	305,212	289,904	309,446	295,853
October .....	140,607	169,530	162,213	167,563	164,666
November .....	88,016	99,192	96,945	91,190	101,587
December .....	63,684	77,284	71,978	73,792	78,401
<b>Total<sup>3</sup> .....</b>	<b>2,278,165</b>	<b>2,506,114</b>	<b>2,450,844</b>	<b>2,524,993</b>	<b>2,484,444</b>
<b>Commercial vehicles</b>					
January .....	22,594	30,773	28,677	29,614	38,264
February .....	22,037	30,667	28,309	28,612	37,416
March .....	22,614	31,568	32,494	29,730	37,839
April .....	21,922	29,455	21,185	26,682	32,958
May .....	25,126	31,436	22,652	29,597	36,927
June .....	24,442	33,342	24,224	30,768	38,423
July .....	25,482	32,635	23,994	29,356	35,997
August .....	27,677	32,513	22,815	31,614	40,019
September .....	27,760	31,404	23,148	30,004	36,079
October .....	28,806	29,936	24,178	30,214	41,486
November .....	26,424	27,448	24,589	31,869	38,244
December .....	28,852	31,312	27,106	37,483	37,271
<b>Total .....</b>	<b>303,736</b>	<b>372,489</b>	<b>303,371</b>	<b>365,543</b>	<b>450,923</b>

1. "Non-Permit Class" and Travellers' Vehicle Permits are defined on page 69.

2. Includes 3,811 motorcycles, 31,964 bicycles and 164,291 taxis in 1956.

3. Includes 1,258 motorcycles, 1,534 bicycles and 3,590 other vehicles in 1956.

**TABLE 15. Number of Foreign Travellers Entering Canada from the United States, by Province of Entry, 1952-1956**

Province of entry	1952	1953	1954	1955	1956
<b>(a) Rail<sup>1</sup></b>					
Atlantic Provinces .....	13,584	12,837	12,433	13,421	12,476
Quebec .....	158,982	143,159	135,830	130,393	121,803
Ontario .....	219,559	202,179	195,556	213,871	183,634
Manitoba .....	17,753	19,145	18,006	22,877	20,482
Saskatchewan .....	12,158	13,240	12,183	11,198	9,329
Alberta .....	1,107	1,593	1,611	1,571	1,580
British Columbia .....	57,913	50,834	48,121	47,241	43,254
Yukon .....	10,160	7,586	8,467	6,856	9,814
<b>Canada .....</b>	<b>491,216</b>	<b>450,573</b>	<b>432,207</b>	<b>447,428</b>	<b>402,372</b>
<b>(b) Boat</b>					
Atlantic Provinces .....	20,797	20,394	19,486	6,809	4,495
Quebec .....	4,541	3,803	3,304	4,773	3,750
Ontario .....	154,627	166,489	193,982	242,866	243,682
Manitoba .....	—	—	—	—	—
Saskatchewan .....	—	—	—	—	—
Alberta .....	—	—	—	—	—
British Columbia .....	122,835	134,717	130,102	115,147	147,547
Yukon .....	34	1	3	—	2
<b>Canada .....</b>	<b>302,834</b>	<b>325,404</b>	<b>346,877</b>	<b>369,595</b>	<b>399,476</b>
<b>(c) Bus<sup>2</sup></b>					
Atlantic Provinces .....	8,771	8,806	8,822	10,260	8,072
Quebec .....	41,540	41,961	41,997	47,153	51,158
Ontario .....	285,928	264,541	239,042	239,086	233,930
Manitoba .....	5,015	5,440	5,801	6,687	6,643
Saskatchewan .....	406	463	199	879	645
Alberta .....	2,898	3,161	3,060	3,265	3,132
British Columbia .....	29,998	27,561	36,218	32,421	34,912
Yukon .....	495	272	57	246	432
<b>Canada .....</b>	<b>375,051</b>	<b>352,205</b>	<b>335,196</b>	<b>339,997</b>	<b>338,924</b>
<b>(d) Aeroplane</b>					
Atlantic Provinces .....	8,939	9,663	10,861	13,164	13,032
Quebec .....	49,606	58,491	63,764	77,688	81,309
Ontario .....	69,018	84,428	94,831	118,268	135,075
Manitoba .....	6,393	8,761	10,959	11,909	12,278
Saskatchewan .....	846	1,285	1,278	1,465	1,717
Alberta .....	14,609	12,770	11,762	13,237	13,658
British Columbia .....	28,928	30,603	36,662	42,044	46,598
Yukon <sup>3</sup> .....	6,790	7,414	8,351	10,723	11,051
<b>Canada .....</b>	<b>185,129</b>	<b>213,415</b>	<b>238,468</b>	<b>288,498</b>	<b>314,718</b>

1. After deducting intransit passengers across Southern Ontario.

2. Exclusive of local bus traffic between border communities by including intransit traffic.

3. Yukon traffic is practically all intransit to and from Alaska.

TABLE 16. Number of Foreign Travellers Entering Canada from the United States, by Month of Entry, 1952-1956

Month	1952	1953	1954	1955	1956
(a) Rail (Gross entries)					
January .....	89,382	89,109	67,775	68,277	73,793
February .....	80,810	71,832	60,524	55,254	59,712
March .....	70,337	71,000	56,356	52,660	58,495
April .....	74,283	77,859	67,428	62,322	59,913
May .....	89,022	82,274	72,355	69,862	63,314
June .....	118,006	102,340	88,898	87,009	89,728
July .....	122,139	114,984	114,667	116,690	106,914
August .....	122,247	112,935	112,481	112,695	103,283
September .....	86,823	87,044	85,828	81,132	76,639
October .....	82,570	73,659	68,642	79,888	60,307
November .....	71,818	62,448	63,762	73,286	53,923
December .....	103,034	80,625	82,451	80,712	76,120
<b>Total .....</b>	<b>1,110,471</b>	<b>1,026,109</b>	<b>941,167</b>	<b>939,787</b>	<b>882,141</b>
(b) Rail (Net entries)					
January .....	33,243	31,147	27,908	26,417	26,733
February .....	33,918	29,675	27,476	25,124	25,150
March .....	28,074	27,445	24,748	22,776	23,508
April .....	30,008	29,052	27,534	26,672	25,001
May .....	42,190	32,781	31,519	31,353	27,060
June .....	53,444	50,177	43,571	46,301	45,293
July .....	65,635	61,627	62,719	65,841	57,610
August .....	66,999	59,695	59,654	61,430	53,428
September .....	37,780	40,399	39,854	36,127	35,724
October .....	33,926	31,780	29,200	38,187	27,329
November .....	26,839	23,674	24,910	34,674	23,701
December .....	39,160	33,121	33,114	32,526	31,835
<b>Total .....</b>	<b>491,216</b>	<b>450,573</b>	<b>432,207</b>	<b>447,428</b>	<b>402,372</b>
(c) Boat					
January .....	1,133	1,240	1,381	1,151	1,395
February .....	1,802	1,264	1,539	1,133	1,446
March .....	1,774	1,843	1,541	1,650	1,793
April .....	2,321	2,631	3,174	2,953	3,021
May .....	10,963	14,494	16,116	17,648	16,500
June .....	36,955	46,349	45,290	51,100	56,347
July .....	97,446	102,434	113,749	121,281	122,785
August .....	108,608	94,583	108,175	115,902	131,623
September .....	30,819	39,340	42,783	42,050	48,666
October .....	5,245	11,158	8,103	9,224	9,861
November .....	2,326	6,501	2,865	3,038	3,062
December .....	3,442	3,567	2,161	2,465	2,977
<b>Total .....</b>	<b>302,834</b>	<b>325,404</b>	<b>346,877</b>	<b>369,595</b>	<b>399,476</b>

**TABLE 16. Number of Foreign Travellers Entering Canada from the United States,  
by Month of Entry, 1952-1956 — Concluded**

Month	1952	1953	1954	1955	1956
<b>(d) Bus<sup>1,2</sup></b>					
January .....	12,481	11,649	12,380	12,898	9,492
February .....	15,855	11,112	12,157	10,813	12,061
March .....	12,730	11,178	11,215	13,597	12,050
April .....	20,710	15,377	15,189	17,481	18,357
May .....	34,251	27,131	29,923	27,100	29,398
June .....	45,379	39,599	39,034	39,108	39,169
July .....	82,768	73,007	75,506	75,419	65,222
August .....	76,268	71,453	62,807	64,503	66,337
September .....	26,392	36,780	31,893	30,947	32,691
October .....	20,930	23,577	19,361	20,162	25,122
November .....	14,509	15,040	12,611	14,981	15,180
December .....	12,778	16,302	13,120	12,988	13,845
<b>Total .....</b>	<b>375,051</b>	<b>352,205</b>	<b>335,196</b>	<b>339,997</b>	<b>338,924</b>
<b>(e) Aeroplane</b>					
January .....	9,817	10,598	11,806	14,823	16,946
February .....	9,500	11,148	12,238	13,951	16,493
March .....	11,209	12,554	13,538	16,964	18,285
April .....	12,449	13,775	15,404	18,239	20,553
May .....	14,248	18,163	20,481	24,733	27,621
June .....	19,432	24,981	26,803	31,161	38,948
July .....	23,099	26,447	30,836	36,453	37,078
August .....	24,619	26,917	28,407	38,695	38,078
September .....	20,148	22,826	25,359	30,013	31,740
October .....	15,974	18,256	20,868	26,420	27,624
November .....	12,129	13,507	16,308	18,016	21,204
December .....	12,505	14,243	16,420	19,030	20,148
<b>Total .....</b>	<b>185,129</b>	<b>213,415</b>	<b>238,468</b>	<b>288,498</b>	<b>314,718</b>

1. Exclusive of local bus traffic between border communities.

2. Includes a small percentage of intransit passengers across Southern Ontario.

**TABLE 17. Number of Canadian Automobiles and Other Vehicles Travelling in the United States by Province of Re-Entry into Canada, 1952-1956**

Province of re-entry	1952	1953	1954	1955	1956
<b>Length of stay — 24 hours or less</b>					
Atlantic Provinces .....	1,071,888	1,128,197	1,210,512	1,367,434	1,615,748
Quebec .....	589,205	704,508	688,549	952,817	1,086,593
Ontario .....	1,368,502	1,488,384	1,946,264	2,367,938	2,759,531
Manitoba .....	115,966	125,330	136,014	144,013	136,752
Saskatchewan .....	55,101	57,265	62,604	65,055	75,043
Alberta .....	28,146	28,036	29,399	58,247	64,567
British Columbia .....	465,460	513,797	503,077	534,473	569,786
Yukon .....	212	405	1,332	1,069	1,495
<b>Canada<sup>1</sup></b> .....	<b>3,694,480</b>	<b>4,045,922</b>	<b>4,577,751</b>	<b>5,491,046</b>	<b>6,309,515</b>
<b>Length of stay — Over 24 hours</b>					
Atlantic Provinces .....	31,698	44,816	41,832	97,943	127,366
Quebec .....	141,396	160,510	156,955	310,199	373,757
Ontario .....	263,158	281,225	390,280	480,086	478,872
Manitoba .....	44,498	51,059	51,086	67,869	65,979
Saskatchewan .....	31,011	35,461	30,613	32,040	31,486
Alberta .....	32,260	34,529	32,961	65,534	65,050
British Columbia .....	141,238	153,443	149,618	186,150	203,723
Yukon .....	167	212	200	381	387
<b>Canada<sup>1</sup></b> .....	<b>685,426</b>	<b>761,255</b>	<b>853,545</b>	<b>1,240,202</b>	<b>1,346,620</b>
<b>Commercial vehicles</b>					
Atlantic Provinces .....	91,690	93,575	89,703	124,443	137,853
Quebec .....	68,751	90,117	99,731	135,755	183,390
Ontario .....	136,040	112,547	164,208	223,384	232,944
Manitoba .....	16,975	20,222	25,646	25,081	28,125
Saskatchewan .....	13,731	14,702	13,819	10,217	12,156
Alberta .....	8,418	7,172	7,364	12,272	13,138
British Columbia .....	28,471	32,910	31,171	31,653	31,297
Yukon .....	95	121	152	289	355
<b>Canada</b> .....	<b>364,171</b>	<b>371,366</b>	<b>431,794</b>	<b>563,094</b>	<b>639,258</b>

1. Includes 11,109 motorcycles, 54,493 bicycles and 221,737 taxis in 1956.

TABLE 18. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-Entry into Canada, 1952-1956

Month	1952	1953	1954	1955	1956
Length of stay — 24 hours or less					
January .....	198,559	242,225	225,882	301,042	383,268
February .....	216,613	230,639	236,210	273,870	354,860
March .....	250,177	279,485	271,830	300,795	427,869
April.....	289,605	322,646	375,683	444,174	481,004
May.....	319,283	383,474	447,667	527,307	559,558
June .....	349,662	376,517	430,040	526,692	594,178
July .....	413,466	440,589	534,972	676,355	737,228
August .....	428,392	468,052	526,342	603,177	689,141
September .....	336,714	356,604	428,687	520,679	576,327
October .....	322,878	353,314	414,777	509,508	556,788
November.....	297,551	305,716	354,205	399,258	467,583
December.....	271,580	286,661	331,456	408,189	481,711
<b>Total <sup>1</sup></b> .....	<b>3,694,480</b>	<b>4,045,922</b>	<b>4,577,751</b>	<b>5,491,046</b>	<b>6,309,515</b>
Length of stay — Over 24 hours					
January .....	13,971	20,340	20,454	29,901	44,702
February .....	18,489	20,652	21,826	28,139	40,440
March .....	26,052	31,751	30,760	35,197	56,831
April.....	50,195	57,771	68,875	91,539	95,988
May.....	46,560	56,357	70,665	103,763	97,891
June .....	61,189	60,903	66,326	95,473	102,719
July .....	112,876	122,580	139,502	229,098	230,627
August .....	134,654	148,325	154,530	212,498	233,583
September .....	81,390	89,395	97,042	146,566	152,261
October .....	69,816	76,062	80,968	129,708	130,197
November.....	40,635	43,146	54,067	73,940	83,674
December.....	29,599	33,973	48,530	64,380	77,707
<b>Total <sup>1</sup></b> .....	<b>685,426</b>	<b>761,255</b>	<b>853,545</b>	<b>1,240,202</b>	<b>1,346,620</b>
Commercial vehicles					
January .....	30,312	34,113	34,780	40,328	58,587
February .....	32,021	36,414	37,817	36,718	61,397
March .....	31,961	31,373	35,195	37,379	52,016
April.....	25,370	27,199	33,401	40,980	42,682
May.....	30,344	29,102	36,129	49,327	49,300
June .....	31,055	29,614	37,702	51,448	50,890
July .....	32,331	29,888	37,563	49,445	52,550
August .....	32,739	29,824	38,066	51,345	54,034
September .....	30,467	30,739	34,877	51,113	51,334
October.....	32,246	32,630	36,652	52,097	57,800
November.....	27,552	30,432	34,417	47,245	52,597
December.....	27,773	30,038	35,195	55,669	56,071
<b>Total</b> .....	<b>364,171</b>	<b>371,366</b>	<b>431,794</b>	<b>563,094</b>	<b>639,258</b>

1. Includes 11,109 motorcycles, 54,493 bicycles and 221,737 taxis in 1956.

TABLE 19. Number of Canadians Returning from the United States by Province of Re-Entry into Canada, 1952-1956

Province of re-entry	1952	1953	1954	1955	1956
(a) Rail					
Atlantic Provinces.....	16,038	15,558	14,014	13,407	14,201
Quebec .....	139,981	150,098	155,912	153,252	155,634
Ontario .....	245,330	238,923	218,789	216,000	222,747
Manitoba .....	25,094	23,897	24,905	22,533	22,085
Saskatchewan.....	6,217	6,141	5,467	4,888	4,069
Alberta .....	222	38	16	2	—
British Columbia .....	90,091	75,869	71,682	70,210	65,745
Yukon .....	1,600	999	1,239	792	1,356
Canada .....	554,573	512,523	492,024	481,084	485,837
(b) Boat					
Atlantic Provinces .....	48,000	56,798	42,191	34,140	21,701
Quebec .....	3,872	2,032	1,683	2,892	1,865
Ontario .....	19,380	39,522	39,934	45,047	45,995
Manitoba .....	—	—	—	—	—
Saskatchewan.....	—	—	—	—	—
Alberta .....	—	—	—	—	—
British Columbia .....	24,363	28,763	29,320	28,202	32,563
Yukon .....	41	29	—	4	23
Canada .....	95,656	127,144	113,128	110,285	102,147
(c) Bus <sup>1</sup>					
Atlantic Provinces .....	18,815	17,840	16,453	13,971	12,663
Quebec .....	87,071	82,359	74,678	76,014	78,064
Ontario .....	364,492	333,135	304,653	263,159	225,803
Manitoba .....	23,186	21,823	21,729	25,323	28,599
Saskatchewan.....	756	580	596	878	877
Alberta .....	5,767	5,300	5,065	5,130	5,268
British Columbia .....	87,801	77,065	76,405	80,822	84,223
Yukon .....	110	120	35	56	126
Canada .....	587,998	538,222	499,614	465,353	435,623
(d) Aeroplane					
Atlantic Provinces .....	5,297	6,452	6,732	7,987	8,913
Quebec .....	49,468	60,560	66,104	78,140	91,544
Ontario .....	79,436	96,369	98,984	121,855	147,902
Manitoba .....	3,868	5,151	5,436	6,239	6,698
Saskatchewan.....	311	469	506	414	565
Alberta .....	5,138	5,903	5,188	5,482	5,248
British Columbia .....	21,493	24,721	28,851	33,189	38,774
Yukon .....	551	831	656	608	648
Canada .....	165,562	200,456	212,457	253,914	300,292

1. Exclusive of local bus traffic between border communities.

**TABLE 20. Number of Canadians Returning from the United States  
by Month of Re-Entry into Canada, 1952-1956**

Month	1952	1953	1954	1955	1956
<b>(a) Rail (Gross entries)</b>					
January .....	43, 679	41, 410	38, 944	37, 832	38, 793
February .....	35, 942	32, 041	28, 613	29, 352	31, 848
March .....	39, 940	34, 669	35, 652	34, 274	35, 580
April .....	59, 039	49, 992	48, 263	49, 399	52, 322
May .....	41, 871	39, 200	39, 484	36, 960	34, 951
June .....	41, 418	35, 919	32, 928	34, 150	32, 758
July .....	55, 763	54, 922	51, 869	51, 285	49, 722
August .....	63, 980	61, 106	58, 560	50, 972	55, 947
September .....	47, 391	41, 824	41, 960	40, 170	42, 045
October .....	46, 155	46, 920	42, 861	46, 452	42, 718
November .....	36, 297	34, 504	35, 095	32, 557	30, 896
December .....	43, 098	40, 016	37, 795	37, 681	38, 257
<b>Total .....</b>	<b>554, 573</b>	<b>512, 523</b>	<b>492, 024</b>	<b>481, 084</b>	<b>485, 837</b>
<b>(b) Rail (Net entries)</b>					
January .....	43, 227	40, 810	38, 434	37, 403	38, 365
February .....	35, 533	31, 562	28, 146	28, 952	31, 513
March .....	39, 531	34, 197	35, 189	33, 816	35, 139
April .....	58, 288	49, 206	47, 540	48, 684	51, 909
May .....	41, 298	38, 495	38, 883	36, 491	34, 463
June .....	40, 802	35, 301	32, 475	33, 707	32, 318
July .....	54, 980	54, 167	51, 207	50, 721	49, 252
August .....	63, 115	60, 406	57, 947	50, 269	55, 360
September .....	46, 796	41, 263	41, 505	39, 692	41, 638
October .....	45, 603	46, 245	42, 360	45, 912	42, 254
November .....	35, 634	33, 927	34, 483	32, 041	30, 362
December .....	42, 321	39, 252	37, 088	37, 009	37, 721
<b>Total .....</b>	<b>547, 128</b>	<b>504, 831</b>	<b>485, 257</b>	<b>474, 697</b>	<b>480, 294</b>
<b>(c) Boat</b>					
January .....	3, 010	5, 067	4, 123	3, 774	2, 652
February .....	3, 439	4, 354	2, 932	2, 660	3, 176
March .....	3, 310	4, 647	2, 821	2, 864	3, 360
April .....	4, 283	5, 793	5, 182	4, 497	3, 970
May .....	6, 255	8, 135	6, 484	6, 312	5, 258
June .....	9, 070	11, 773	13, 427	10, 233	9, 175
July .....	18, 246	20, 505	23, 811	25, 386	21, 433
August .....	19, 572	25, 473	22, 443	23, 721	26, 994
September .....	10, 461	14, 840	13, 239	13, 755	11, 236
October .....	6, 435	11, 716	8, 139	6, 766	6, 814
November .....	6, 066	7, 724	4, 853	5, 620	3, 552
December .....	5, 509	7, 117	5, 674	4, 697	4, 527
<b>Total .....</b>	<b>95, 656</b>	<b>127, 144</b>	<b>113, 128</b>	<b>110, 285</b>	<b>102, 147</b>

**TABLE 20. Number of Canadians Returning from the United States  
by Month of Re-Entry into Canada, 1952-1956 — Concluded**

Month	1952	1953	1954	1955	1956
	<b>(d) Bus <sup>1</sup></b>				
January .....	30, 737	27, 936	27, 346	25, 367	20, 279
February .....	35, 986	26, 550	24, 584	22, 897	19, 023
March .....	39, 907	32, 963	29, 442	26, 504	23, 722
April .....	43, 524	41, 321	38, 299	36, 533	34, 923
May .....	46, 544	49, 451	45, 094	43, 420	40, 637
June .....	66, 828	57, 921	53, 934	48, 872	51, 987
July .....	74, 342	70, 292	68, 293	68, 664	61, 656
August .....	82, 538	71, 726	70, 776	62, 790	68, 496
September .....	55, 535	50, 840	46, 844	48, 347	41, 277
October .....	43, 950	43, 599	38, 520	34, 189	27, 824
November .....	35, 130	33, 724	29, 936	24, 646	23, 591
December .....	32, 977	31, 899	26, 546	23, 124	22, 208
<b>Total .....</b>	<b>587, 998</b>	<b>538, 222</b>	<b>499, 614</b>	<b>465, 353</b>	<b>435, 623</b>
	<b>(e) Aeroplane</b>				
January .....	11, 240	14, 841	16, 506	20, 159	23, 884
February .....	11, 173	14, 304	14, 851	17, 001	22, 245
March .....	14, 175	18, 223	19, 928	22, 854	27, 857
April .....	15, 785	20, 938	22, 060	25, 976	32, 125
May .....	12, 294	16, 978	18, 727	21, 741	26, 588
June .....	14, 091	15, 357	15, 893	19, 417	25, 165
July .....	13, 202	15, 513	16, 137	18, 932	20, 864
August .....	14, 752	17, 356	17, 074	20, 657	24, 653
September .....	15, 910	17, 657	19, 960	23, 100	25, 446
October .....	17, 291	20, 245	19, 736	25, 226	28, 543
November .....	13, 427	14, 718	16, 520	19, 833	23, 213
December .....	12, 222	14, 326	15, 065	19, 018	19, 709
<b>Total .....</b>	<b>165, 562</b>	<b>200, 456</b>	<b>212, 457</b>	<b>253, 914</b>	<b>300, 292</b>

1. Exclusive of local bus traffic between border communities.

### Classification Definitions used in this Report

1. "Commercial Vehicles" are trucks used for commercial purposes.
2. Highway Traffic not classified as commercial vehicles consists of automobiles, taxis, motorcycles and bicycles.

### 3. Foreign Vehicles Inward

- (a) Non-Permit Class consists of local vehicles which do not require Customs permits. They are restricted to travel within the jurisdiction of the port and may not remain in Canada more than 48 hours.

Also included are the repeat trips of commuters and others who cross the border frequently on commuting permits. (See below).

- (b) Travellers' vehicle permits are issued to foreign vehicles which remain in Canada longer than 48 hours or which travel beyond the jurisdiction of the port of entry. (Thus a motorist who intends to leave the country at a point other than that of entry must apply for a traveller's vehicle permit).

These permits are usually valid for periods of 60 days or 6 months, but more than 50 per cent of all permits issued each year are used for visits of less than 48 hours.

Also included in this class are commuting permits which entitle the holders to cross the border frequently during the tenure of their permits. Repeat trips after the first, however, are included in the non-permit class, as mentioned above.

### 4. Canadian Vehicles Inward

Canadian vehicles returning to Canada are classified by length of stay depending upon whether they are abroad for more or less than 24 hours.

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*Canada, Statistical Bureau of*



**TRAVEL BETWEEN CANADA  
AND  
OTHER COUNTRIES  
1957**



**DOMINION BUREAU OF STATISTICS**  
International Trade Division  
Balance of Payments Section



DOMINION BUREAU OF STATISTICS

International Trade Division

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TRAVEL BETWEEN CANADA  
AND  
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1957

*Published by Authority of*

The Honourable Gordon Churchill, Minister of Trade and Commerce



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# TRAVEL BETWEEN CANADA AND OTHER COUNTRIES 1957

## Leading Developments in Travel Between Canada and Other Countries

The expansion of travel between Canada and other countries continued its upward movement in 1957. The number of visits to Canada by residents of other countries and the number of Canadians visiting other countries, once again, set new records. The expansion in travel to other countries by Canadians was, however, more moderate than that of travel in Canada by residents of other countries. In 1957 visits to Canada by residents of other countries numbered 28.7 million, a considerable difference from the 27.7 million visits recorded in 1956. At the same time, Canadians reciprocated with 27.3 million visits to other countries in comparison with 27.2 million in 1956. The aggregate volume of all travel for the year amounted to 56 million visits, a higher record than the 54.9 million established in the previous year.

Total entries into Canada by residents of other countries advanced 3.5 per cent or nearly 1 million visits during the year. When compared with 1956 an additional 6,000 entries from overseas were recorded and, furthermore, visits by residents of the United States advanced 952,900.

Receipts from travel in Canada by residents of other countries also reached an all-time record in 1957. Visitors from other countries left approximately \$363 million in Canada during the past year, an extra \$26 million or an increase of nearly 8 per cent when compared with 1956. Receipts from residents of the United States advanced to a new record of \$325 million, 5 per cent higher than 1956, even though the increase in volume amounted to roughly 3 per cent. Receipts from overseas countries at \$38

million were \$10 million or 36 per cent higher than the previous record whereas the number of visits advanced some 20 per cent.

Travel to other countries by Canadians underwent a levelling off trend during the past year. Re-entries by Canadians were about half of one per cent higher than the previous year or approximately 132,700 additional visits. In the previous year a more substantial expansion in this segment of travel had developed. On the other hand, travel to overseas countries continued to expand but at a more moderate rate as an increase of 13 per cent or an additional 13,800 visits were recorded. During the three previous years travel to overseas countries by Canadians had expanded at a 20 per cent increase each year.

Disbursements by Canadians for travel in other countries also reached new record levels in 1957. Canadians spent well over half of one billion dollars travelling in other countries during 1957, an increase of \$27 million or 5 per cent more than in 1956 in spite of the fact that, with the exception of trips to overseas countries, there was little change in the number of visits. For the first time in some years there was practically no change in the debit balance of our travel account with other countries. In the previous six year period the debit balance had increased from \$6 million in 1951 to \$161 million in 1956. The debit balance on travel account with the United States declined from \$82 million in 1956 to \$78 million in 1957 but with overseas countries the debit balance advanced from \$79 million to \$84 million. The total debit balance on account with all countries amounted to \$162 million in 1957, an increase of \$1 million over the previous year.

## STATEMENT 1. Number and Expenditures of United States Travellers in Canada, 1954-1957

Type of transportation	Number of persons				Expenditures			
	1954	1955	1956	1957	1954	1955	1956	1957 <sup>1</sup>
	thousands				\$ millions			
<b>Automobile:</b>								
Non-permit or local traffic .....	9,720	10,923	11,939	12,300	22.8	28.5	35.4	34.8
Customs permits .....	7,128	7,315	7,241	7,405	127.5	136.9	137.2	138.7
Repeat trips of permit holders .....	1,795	2,594	3,210	3,211	—	—	—	—
<b>Total .....</b>	<b>18,643</b>	<b>20,832</b>	<b>22,390</b>	<b>22,916</b>	<b>150.3</b>	<b>165.4</b>	<b>172.6</b>	<b>173.5</b>
<b>Non-Automobile:</b>								
Rail .....	941	940	882	720	46.2	41.5	43.7	44.6
Boat .....	347	370	399	309	16.8	13.0	15.7	18.9
Through bus .....	335	340	339	375	23.2	22.3	22.0	27.5
Plane .....	239	288	315	353	26.0	37.3	36.6	40.6
Other .....	5,908	5,513	3,342	3,946	20.7	23.4	18.7	20.2
<b>Total .....</b>	<b>7,770</b>	<b>7,451</b>	<b>5,277</b>	<b>5,703</b>	<b>132.9</b>	<b>137.5</b>	<b>136.7</b>	<b>151.8</b>
<b>Grand total .....</b>	<b>26,413</b>	<b>28,283</b>	<b>27,667</b>	<b>28,619</b>	<b>283.2</b>	<b>302.9</b>	<b>309.3</b>	<b>325.3</b>

1. Subject to revision.

### United States Travel Expenditures in Canada by Types of Transportation

Analysis of the pattern of receipts from residents of the United States travelling in Canada according to type of transportation reveals that most of the increase over 1956 appeared in non-automobile classifications. Direct comparison of the two years indicates that the amount spent by visitors using automobiles for transportation amounted to \$173.5 million as against \$172.6 million in 1956, which represents an upward trend of about half of one per cent or slightly under \$1 million. Persons using transportation other than automobile, on the other hand, spent somewhat more in 1957, the increase amounting to 11 per cent or \$15 million. The net gain for all types of transportation amounted to \$16 million or about 5 per cent.

The number of non-resident automobile entries into Canada in 1957 totalled 8.6 million, an increase of around 221,000 entries or between 2 and 3 per cent. The non-permit or local class and entries on travellers' vehicle permits advanced in about the same proportion, namely close to 3 per cent. When compared with 1956 on a quarterly basis the advance in volume of non-permit traffic was more pronounced

in the first quarter, dropping progressively in the second and third quarters, with the fourth quarter showing a decline. The pattern for permit traffic was slightly different from non-permit as a gain of 4 per cent appeared in the first quarter, the second and third quarters being 8 per cent and 2 per cent heavier, respectively, but 2 per cent fewer permits were issued in the fourth quarter.

Statement 1 shows little change in receipts from automobile traffic when compared with the previous year. Expenditures by the non-permit or local classification declined \$0.6 million in 1957, attributable to lower averages per visit in the third quarter when volume of traffic is heaviest. An increase of \$1.5 million appeared for the group entering on travellers' vehicle permits. Entries on travellers' vehicle permits reported lower expenditures per visit during the first six months and higher averages per visit during the last half of the year as compared with 1956. A change in trends during the third quarter has much more effect on the pattern for the year than other quarters owing to the proportion of the volume during that period.

#### STATEMENT 2. Average Declared Expenditures Per Car of Non-Resident Motorists Travelling in Canada on Customs Permits, by Class of Permit, 1953-1957

Class of permit	1953	1954	1955	1956	1957 <sup>1</sup>
	\$	\$	\$	\$	\$
Commuter .....	301. 23	302. 60	294. 10	273. 95	337. 69
Summer resident.....	315. 79	368. 29	417. 05	419. 03	370. 43
Local .....	81. 59	56. 15	49. 10	52. 96	48. 78
Other (See statement 3 for detail).....	53. 63	52. 16	54. 79	56. 74	56. 87

1. Subject to revision.

Statement 2 shows average expenditures for the various classes of customs permit travel. After showing a downward trend in the two previous years commuters reported a substantial increase in the average expenditure per vehicle during 1957. With the exception of 1945, 1946, and 1948, commuters reported the highest averages on record during the past year. There was practically no change in the number of commuters recorded during 1957. There was an increase of about 5 per cent in the number of summer residents recorded during 1957 but a decrease of 8 per cent appeared in receipts from this group of travellers on account of lower expenditures per vehicle being reported. The average expenditure per vehicle declined between 11 and 12 per cent when compared with 1956. The number of motorists

in the local category of travellers' vehicle permits advanced about 4 per cent in 1957, but receipts from this group declined nearly 4 per cent as lower averages per vehicle were reported. The "other class" of motorists shown in Statement 2 normally contributes about 97 per cent of the receipts from travellers using customs permits. A comparison with previous years of the average declared expenditures for this class by province of exit appears in Statement 3. Although there was little change in the average expenditure declared for Canada, higher averages per visit were reported in Quebec, Manitoba, Alberta and British Columbia with lower averages appearing in the Atlantic Provinces, Ontario and Saskatchewan.

**STATEMENT 3. Average Declared Expenditure Per Car of Non-Resident Motorists Travelling in Canada on Customs Permits<sup>1</sup>, by Province of Exit, 1953-1957**

Province of exit	1953	1954	1955	1956	1957 <sup>2</sup>
	\$	\$	\$	\$	\$
Atlantic Provinces .....	80.18	80.53	83.52	88.39	85.29
Quebec .....	57.05	52.25	55.12	54.09	54.61
Ontario .....	39.90	38.08	42.66	43.26	43.09
Manitoba .....	73.45	67.44	68.31	73.48	77.26
Saskatchewan .....	96.50	89.77	99.45	97.49	93.78
Alberta .....	116.23	109.34	109.43	100.75	101.36
British Columbia .....	93.29	89.62	86.22	87.08	87.71
<b>Canada (See table 1 for 1957 analysis) .....</b>	<b>53.63</b>	<b>52.16</b>	<b>54.79</b>	<b>56.74</b>	<b>56.87</b>

1. Exclusive of commuters, summer residents and locals.

2. Subject to revision.

Non-automobile travellers contributed most of the increase over 1956 in receipts from foreign travel in Canada. All categories in the non-automobile classification recorded higher expenditures in 1957, the amount of gain varying from \$0.9 million for passengers arriving by rail to \$5.5 million for arrivals via long distance bus. Visitors entering Canada from the United States by rail spent about 2 per cent more in 1957, although the number of visits was about 6 per cent lower than in 1956. There was an increase of about 11 per cent in the first quarter due to higher averages per visit as the data on volume showed a decrease of 8 per cent. A substantial increase appeared in the second quarter as the average expenditure per visit was higher and the number of visits advanced some 5 per cent; the only quarter of the year to record additional visits over 1956. In the third quarter there was a decrease in receipts from rail passengers as both the number of visits and the average expenditure per visit were lower than 1956. Receipts were also lower in the fourth quarter due to a substantial decrease in volume, the average expenditure per visit being higher than the corresponding quarter of 1956. Residents of the United States entering Canada by boat spent an additional \$3 million in 1957, due to higher expenditures per visit and an advance in the volume of

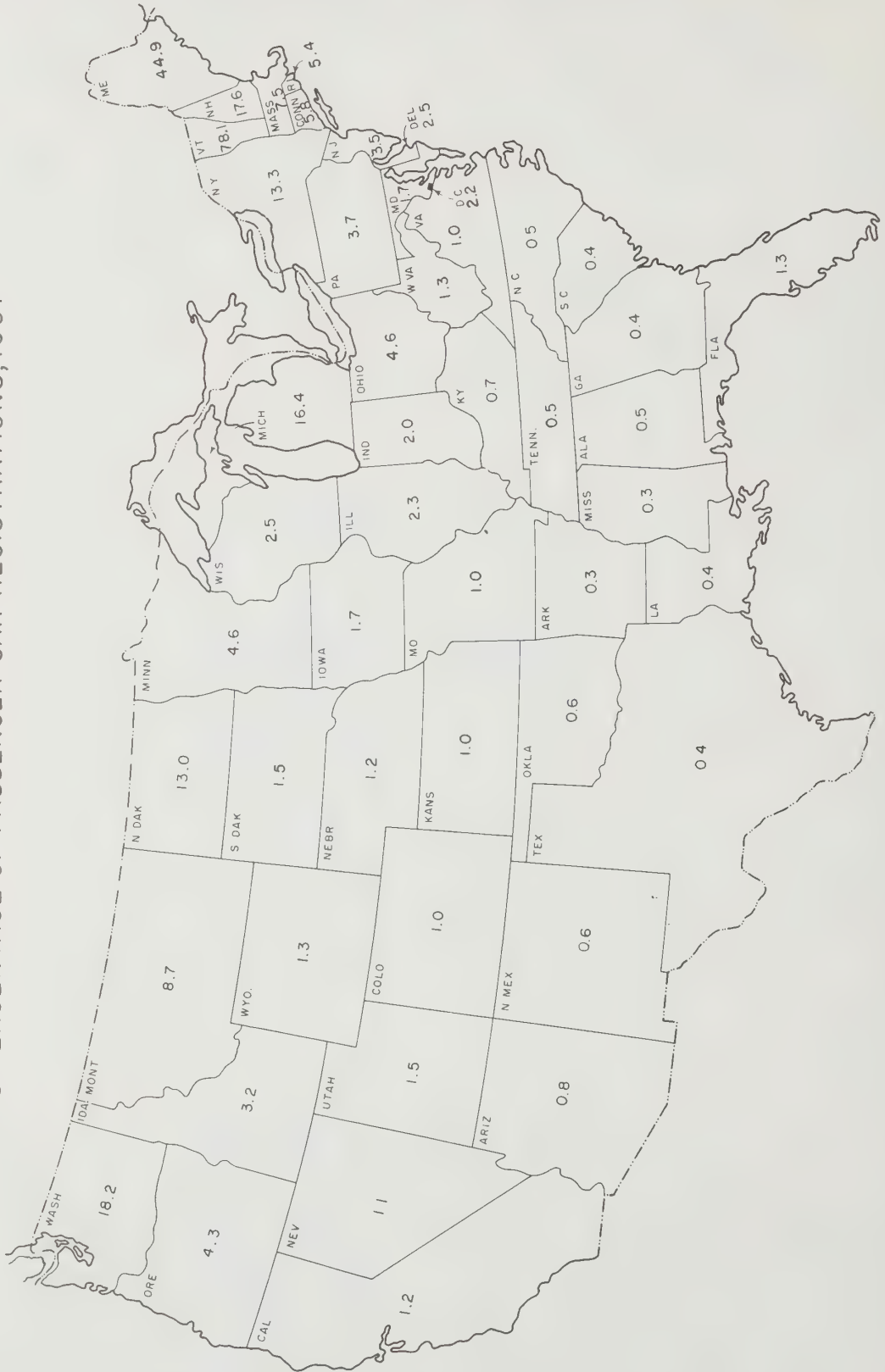
traffic. The average expenditure per visit was substantially higher in the second and third quarters and moderately lower in the first and fourth quarters. Although a substantial decrease in the number of visits appeared in the fourth quarter the gains recorded in the other three quarters were sufficient to counter the decline of the last quarter. Visitors from other countries using long distance bus to Canada accounted for about one third of the increase in receipts from non-automobile passengers. The average per visit was lower in the first quarter but higher during the remainder of the year. With the exception of the last quarter more visits were recorded than in the corresponding periods of 1956. More persons entered Canada by plane during 1957 but expenditures per visit were slightly lower. The advance in the number of visits amounted to about 12 per cent with each quarter showing an increase over 1956. Average expenditure per visit was higher in the first and last quarters and lower in the second and third quarters when compared with the previous year. The residual classification referred to as "Other Travellers" spent more in Canada during 1957 as more persons were recorded in this category. With the exception of the third quarter when the volume is heaviest the average expenditure per visit moved upwards in 1957.

#### Analysis of United States Motor Traffic to Canada by State of Origin

The analysis of automobile traffic entering Canada from the United States is simplified by grouping the states as they appear in Table 6. The importance of each group varies little from year to year as shown by the relative stability during the past five years. Practically all of the non-permit cars and approximately 75 per cent of the automobiles entering Canada from other countries on travellers' vehicle permits originated in the states forming the northern boundary of the United States. In 1956 some 79 per cent of the vehicles entering Canada on

travellers vehicle permits originated in the border states. In 1957 the states adjoining Canada, supplemented by Oregon and California on the Pacific Coast, Massachusetts, Rhode Island, Connecticut and New Jersey on the Atlantic Seaboard, contributed over 88 per cent of the cars entering Canada on customs permits. In 1957 automobile registrations in the United States totalled 55,692,934, but the number of crossings into Canada on customs permits by this tourist potential amounted to only 2,497,600 crossings.

NON-RESIDENT AUTOMOBILES TRAVELLING ON CUSTOMS PERMITS IN CANADA  
AS PERCENTAGE OF PASSENGER CAR REGISTRATIONS, 1957



TOTAL STATES 4.5

The North-Eastern States covering the area from Maine to Pennsylvania remained the most important group and contributed 47 per cent or nearly one half of all the cars entering Canada on customs permits. During the past three years this area has become increasingly more important as a source of automobile visitors. As a source of revenue the North-Eastern States are less important as they contributed 45 per cent of the receipts from automobiles travelling on customs permits in 1957. During the past five years there has been a downward trend in the proportion of vehicles originating in the area of the Great Lakes from 31.9 per cent of the total in 1953 to 29.7 per cent of the total in 1957. This area is less important, however, as a source of receipts from automobiles using customs permits contributing about 25 per cent of the total in 1957 as compared with nearly 30 per cent of the volume. States bordering Canada along the north-western part of the boundary are becoming more important and contributed 4.1 per cent of the volume in 1957 as compared with 3.5 per cent in 1953. Their importance as a source of revenue compared very closely with their prominence as a source of volume. The percentage of vehicles originating in the states bordering the Pacific Ocean has been practically unchanged during the past five years. Cars originating in this area, however, usually spend more per visit than any of the other states consequently they contribute a higher proportion of the revenue, namely about 14 per cent in 1957. The remaining states and countries not specified in Table 6 accounted for 8 per cent of the volume and 12 per cent of the expenditures in 1957 as compared with 8 per cent and 11 per cent in 1956.

The uniformity from year to year in average expenditure per car was maintained in 1957. When compared with 1956 the minimum change appeared for the state of Michigan where an increase of 6 cents per vehicle was declared while motorists from Ohio recorded the maximum change with an average expenditure \$4.14 lower than in 1956. With the exception of Illinois and Wisconsin, the average rate of expenditure from year to year for each of the states shown in Table 7 varied less than \$9 per visit during the five year period from 1953 to 1957 inclusive. With the exception of Illinois and Wisconsin, the range between low and high averages over the past five years has been less than \$12 per visit. During the same period the widest variation for the state of Washington has been \$1.08, and \$1.58 for the state of New York. The range between the low and high average over the five year period has been \$1.86 for the state of New York, and \$1.89 for the state of Washington. The uniformity reflected for the various states over a long period indicates stability in travel behaviour by residents of each of the states and reliability of the reported sample used in estimating receipts from residents of other countries travelling in Canada.

The length of stay for cars (including commuters, summer residents and locals) originating in the North-Eastern States amounted to 6.5 days in 1957, comparable to 1955 but slightly lower than

the average for 1956. The average expenditure per car per day amounted to \$8.56, practically unchanged from the previous year. Comparable to the previous years, the average length of stay for cars from this area varied from 3.6 days for cars registered in Vermont to 7.5 days for cars from the state of New York. The average expenditure rates per car per day varied from \$3.45 for cars originating in Maine to \$16.70 for cars registered in New Jersey. For the past three years cars originating in New Jersey reported the highest expenditure per car per day. Average expenditure per car per day was lowest in the North-Eastern States as a group; but, with the exception of the residual classification referred to as "Other", the length of stay was longer.

Cars originating in the area bordering the Great Lakes stayed an average of 5.3 days and spent approximately \$9.42 per car per day. The length of stay varied from 4.7 days for cars registered in Michigan to 6.5 days for cars from Ohio. Average expenditure rates varied from \$6.74 per car per day for cars registered in Michigan to \$14.67 for cars from Wisconsin. When taken as a group, the average expenditures per visit were lower for the states bordering the Great Lakes than other groups as they appear in Table 6.

The average length of stay for automobiles from the North-Western States remained quite uniform and varied from a low of 5.0 days for cars registered in Montana to 6.1 days for cars from Minnesota. Average expenditure per car per day varied from \$7.76 for cars registered in North Dakota to \$11.73 for cars registered in Montana. As a unit, the average length of visit for cars from the three states in 1957 was 5.7 days and the average expenditure per car per day amounted to \$10.44.

When taken as a group, cars from the West Coast states of California, Oregon and Washington had the highest average expenditure per car per day of all groups. Comparable to the previous year the average expenditure per visit was lower than for states in the "Other" classification but the average expenditure per car per day was considerably higher. In 1957 the average length of stay for cars from this group of states was 5.3 days and the average expenditure per car per day was \$13.31, slightly lower than in 1956. The length of stay varied from 4.2 days for cars registered in the state of Washington to 7.9 days for cars originating in California. Expenditures per day varied from \$12.78 for cars registered in Washington state to \$14.88 for cars from Oregon. Cars originating in the states not specified in Tables 6 and 7 averaged 9.3 days stay in Canada. Moreover, expenditures per visit were the highest of all groups amounting to \$87.05 or approximately \$9.32 per day as compared with \$92.27 per visit in 1956 or approximately \$10.16 per car per day. Further details on length of visit and average expenditures for the states not listed individually are shown in Table 3.

Table 4 classifies all automobiles travelling on customs permits in Canada by province of entry and state or country of registration. Similar informa-

tion appears in Table 5 but is limited to visits lasting over 48 hours and excludes the special classes of commuters, summer residents and locals. The special classes amount to less than 1 per cent of the total and would have little effect in making a comparison of the two tables. Visits recorded in Table 5 amount to 44 per cent of the total and 56 per cent of the cars entering on travellers' vehicle permits were in Canada less than 48 hours. The distribution in 1957 shows a slightly higher percentage of long-term traffic according to Table 5, the previous six years showing 43 per cent over 48 hours and 57 per cent in Canada less than 48 hours. Compared with 1956, higher proportions of longer term visits were recorded in the Atlantic Provinces, Ontario and Alberta with Quebec and Manitoba being unchanged. A higher proportion of short-term visits appeared for Saskatchewan and a direct comparison for British Columbia and the Yukon Territory does not appear as these provinces are shown separately in 1957.

The relationship between short-term visits and visits lasting over 48 hours did not remain constant according to state of origin. Some 21 states showed a higher percentage of long-term visits in 1957, 14 recorded a lower proportion of long-term visits and 14 remained unchanged. Comparable with previous years the state of Vermont had the highest percentage of short-term visits as 86 per cent of the cars originating in Vermont did not spend more than 48 hours in Canada. Some 28 per cent of the cars from Maine and Michigan recorded visits of 48 hours or longer in Canada which also compares quite closely with the previous year. In the past year more than 50 per cent of the vehicles from 29 of the states were in the long-term classification, at the same time traffic from Montana and New Mexico was

evenly divided between long-term and short-term visits. More than 50 per cent of the vehicles from the remaining 18 states returned within 48 hours but included in this group are the states of New York, Michigan and Washington which normally contribute nearly 50 per cent of the vehicles entering Canada on travellers' vehicle permits. The percentage of long-term traffic for the above-mentioned three states was as follows: New York 38 per cent, Michigan 28 per cent and Washington 43 per cent, all unchanged from 1956. Some 68 per cent of the cars from Oregon stayed more than 48 hours in Canada in contrast to 14 per cent of the cars from Vermont. In the percentage of long-term traffic, Oregon was followed by Nevada with 66 per cent of the cars staying over 48 hours in Canada, Iowa with 64 per cent and California, Massachusetts and Ohio each with 63 per cent. In the aggregate the percentage of automobiles staying more than 48 hours is influenced by the heavy volume of traffic from the states of New York, Michigan and Washington, each with a relatively low percentage of long-term traffic.

Map 1 shows the number of cars travelling on customs permits in Canada as a percentage of the number of automobiles registered in the state. States close to the border normally have a higher proportion of entries to registrations than states a long distance from the border. Border states with the lowest proportion of entries to registrations were Wisconsin, Idaho and Pennsylvania. Normally the border states with a lower percentage of registrations travelling in Canada have a higher proportion of long-term traffic than the states with a higher percentage of entries to registrations. In 1957 the proportion of entries to registrations stood at 4.5 per cent, unchanged from 1956 but lower than the previous three years.

### Analysis of Automobile Traffic by Ports of Entry and Exit

The ports of entry and corresponding ports of exit are known for all American automobiles travelling in Canada. An examination of these ports of entry and exit discloses some of the routes within Canada which attract the greatest number of American motorists. Prior to 1956 this study was confined to the four months June to September inclusive, but in the past two years was extended to cover the complete year. These records represent minimum data on interprovincial or inter-regional travel since they do not include motorists who enter and leave Canada through ports in the same province after having visited one or more of the other provinces. Furthermore cars visiting regions in the province of entry and exit are not included in this information. Certain clearly-defined preferences appear regarding the route which motor tours through Canada should follow.

During 1957, 5,298 cars entered Canada through ports in the Maritime provinces and returned to the United States through ports in the province of Que-

bec. On the other hand, 7,911 cars entered Canada through ports in the province of Quebec and returned to the United States through ports in the Maritime provinces. While the exact length of stay within each province is not available, some 80 per cent of the cars travelling to Quebec from the Maritimes remained in Canada 3 days or more, and between 84 and 85 per cent of the cars travelling in the opposite direction spent 3 days or more in Canada. Approximately 3 per cent of all automobiles (on travellers' vehicle permits) entering Canada through ports in the Maritimes returned by ports on the border between Quebec and the United States. Although more vehicles travelled in the opposite direction, percentage-wise only 2 per cent of the traffic which entered by Quebec ports returned to the United States via ports in the Maritime provinces. Apparently the most popular route used by residents of the United States travelling between the Maritimes and Quebec is between St. Stephen, New Brunswick and Blackpool, Quebec. In 1957, as in 1956, some 14 per cent of the "long-term" cars entering through ports in the Maritime

provinces and returning to the United States through ports in Quebec travelled this route. Travel in the opposite direction accounted for 10 per cent of the "long-term" cars entering via Quebec ports and returning through ports in the Maritimes, a slight decrease from 1956. Entries at St. Stephen and exits at Rock Island accounted for 9 per cent of the traffic from the Maritimes to Quebec; entries at St. Stephen and exits at Philipsburg more than 5 per cent while entries at Yarmouth with departures at Blackpool accounted for 4 per cent of the traffic from the Maritimes to Quebec. Traffic in the opposite direction followed a slightly different pattern when

more than 8 per cent of the American motorists travelled from Rock Island to St. Stephen; 8 per cent from Blackpool to St. Leonard and more than 7 per cent from Rock Island to St. Leonard. In 1957 traffic entering Canada through St. Stephen, St. Leonard, Edmundston and Yarmouth and leaving through the ports of Blackpool, Rock Island, Armstrong and Philipsburg accounted for 64 per cent of the traffic from the Maritimes to Quebec. Long-term travel in the opposite direction between the above-mentioned ports accounted for 60 per cent of the traffic from Quebec to the Maritime provinces.

**STATEMENT 4. Percentage Distribution of Vehicles by Province of Exit for Non-Resident Automobiles Travelling in Canada on Customs Permits<sup>1</sup>, Three Days or Over, 1957**

Province of entry	Province of exit							
	Maritimes	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	B.C.	Yukon
	%	%	%	%	%	%	%	%
Maritimes .....	91.31	4.97	3.69			0.03		
Quebec .....	3.50	82.58	13.89			0.03		
Ontario .....	0.88	7.12	91.09	0.66		0.25		
Manitoba .....	0.05		15.23	74.07	3.48	3.53	2.90	0.74
Saskatchewan .....	0.02		2.96	8.14	73.27	7.48	5.39	2.74
Alberta .....	0.03		2.84	4.01	3.26	44.70	32.05	13.11
British Columbia .....		0.30		0.44	0.33	5.99	89.58	3.36
Yukon .....		0.94		2.47	3.28	40.94	47.64	4.73

1. Exclusive of commuters, summer residents and locals.

The interchange of traffic between Quebec and Ontario accounts for a large number of American visitors travelling in these provinces. During 1957, 33,304 foreign vehicles on customs permits entered Canada through ports in the province of Quebec and returned to the United States through ports in the province of Ontario. This represents about 8 per cent of the total entries via ports in the province of Quebec. Nearly 80 per cent of these motorists stayed in Canada three days or more. Traffic in the opposite direction was heavier with 49,880 vehicles entering Canada through ports in Ontario and leaving through ports in Quebec. However, this portion of the traffic only amounts to some 3 per cent of the total entries through ports in Ontario. Approximately 85 per cent of this traffic remained in Canada for 3 days or more. Some 11,769 cars (3 days or more) entered Ontario through ports on the St. Lawrence River and returned to the United States through ports in Quebec, while 30,325 cars entered Ontario through ports west of Kingston and east of Port Arthur and returned via ports in Quebec. The ports of Blackpool, Rock Island and Armstrong account for a large number of the exits in Quebec of cars which entered through ports in Ontario. The ports in Ontario ap-

pearing most frequently in the exchange of traffic between Quebec and Ontario were Niagara Falls, Lansdowne and Windsor. The three ports referred to in each province account for 44 per cent of all combinations of travel between the two provinces in the 3 day or over classification but is a slight decrease from 1956. Entries through the three ports in Quebec with exits through the three ports in Ontario amounted to 10,915 during the year and traffic in the opposite direction totalled 19,443. A further analysis shows that 6,013 cars or 55 per cent entered through the three ports in Quebec and returned to the United States through Niagara Falls, and 9,170 or 47 per cent of the entries through the three ports in Ontario returned to the United States through Blackpool. From this analysis it will be seen that the volume of traffic between Quebec and Ontario travelling on the route between Blackpool and Niagara Falls is heavier than any other combination of ports. In 1957 some 3,340 automobiles in the 3 day or over classification entered Canada at Blackpool and returned through Niagara Falls, and 5,064 vehicles entered Canada through Niagara Falls and returned to the United States through the port of Blackpool.

**STATEMENT 5. Number of Non-Resident One and Two-Day Automobiles Travelling on Customs Permits<sup>1</sup> in Transit Between Selected Border Points in Ontario, 1953-1957**

Border points	1953	1954	1955	1956	1957
Fort Erie — Windsor .....	126,079	125,932	137,551	111,370	109,298
Niagara Falls — Windsor .....	123,225	112,065	106,723	95,470	94,014
Fort Erie — Sarnia .....	39,384	43,230	48,125	46,893	44,663
Niagara Falls — Sarnia .....	97,589	100,867	102,758	93,864	83,745
<b>Total of above .....</b>	<b>386,277</b>	<b>382,094</b>	<b>395,157</b>	<b>347,597</b>	<b>331,720</b>
<b>Total number of cars<sup>1</sup> leaving Ontario irrespective of length of visit .....</b>	<b>1,481,801</b>	<b>1,446,732</b>	<b>1,500,851</b>	<b>1,443,950</b>	<b>1,471,148</b>
In transit traffic as percentage of total traffic .....	26.1	26.4	26.3	24.1	22.5

1. Exclusive of commuters, summer residents and locals.

Within the province of Ontario, which normally accounts for some 60 per cent of the entries into Canada on travellers' vehicle permits, several well-defined routes appear to be travelled by foreign vehicles. A survey of the routes within the province reveals that the highways between Fort Erie and Niagara Falls on the east and the St. Clair and Detroit River ports on the west of Southern Ontario, apparently carry the heaviest volume of traffic. Table 2 shows that 692,949 vehicles, or an increase of 36,843 vehicles over 1956, left Canada in 1957 after entering at Fort Erie—Niagara Falls. Of this number 456,367 or 66 per cent returned to the United States by way of Fort Erie—Niagara Falls, and 185,086 vehicles or 27 per cent returned through the St. Clair and Detroit River ports. Of the cars travelling from Fort Erie and Niagara Falls to the St. Clair and Detroit River ports some 57 per cent made the trip in one day, indicative of a high percentage of in transit traffic across southern Ontario to reach destinations in the United States and thus save the motorist time and mileage. The number of one-day cars leaving through all ports including Fort Erie and Niagara Falls amounted to more than 41 per cent of the total.

Traffic entering Canada through ports on the St. Clair and Detroit Rivers and leaving through Fort Erie—Niagara Falls is also quite heavy. Table 2 shows 529,579 cars returning to the United States after entering Canada through the ports along the St. Clair and Detroit Rivers. Of this number some 60 per cent or 316,119 vehicles returned to the United States through the same group of ports, on the other hand, 188,341 automobiles or nearly 36 per cent crossed southern Ontario and returned to the United States through Fort Erie or Niagara Falls. Roughly 54 per cent of the cars travelling from the St. Clair and Detroit River ports east to Fort Erie and Niagara Falls made the trip in one day thus, in-

dications are that a high percentage of traffic in this direction is also in transit. The number of one-day cars leaving through all ports including those along the St. Clair and Detroit Rivers amounted to 255,069 or some 48 per cent of the total. Further detail on travel across southern Ontario appears in Statement 6 showing the importance of the volume of in transit travel through this section of the province.

The route between Fort Erie and Niagara Falls and the St. Lawrence River ports also carries a substantial number of foreign vehicles. In 1957 some 39,937 automobiles, or an increase of some 2,100 vehicles over 1956, made the trip north of Lake Ontario travelling in either direction between these two groups of ports of entry and exit. Unlike the traffic crossing southern Ontario, some 66 per cent of this traffic is of the long-term nature remaining in Canada 3 days or more, and thus may be of more importance as a source of travel receipts to the province than the volume would indicate.

A comparison of the number of automobiles travelling in both directions over the six most popular routes appears in Statement 6. This statement shows the number of permit-holding vehicles, exclusive of commuters, summer residents and locals, which followed these routes during the four-month period of June through September for the years 1954-1958. This period covers the principal touring season in which most of the pleasure travel to Canada is concentrated. In 1957 all routes, with the exception of the one between the St. Clair and Detroit River ports and Fort Erie and Niagara Falls, carried a greater number of vehicles through Canada although, in some instances, the percentage of the total volume did not change. Traffic on the three routes involving travel to or from the St. Lawrence

**STATEMENT 6. Selected Routes Within Ontario Followed by Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada During the Four Months June-September, 1954-1957**

Route	Number of Cars				Percentage of entries via all ports in Ontario			
	1954	1955	1956	1957	1954	1955	1956	1957
Between:					%	%	%	%
St. Clair, Detroit River Ports and Fort Erie, Niagara Falls .....	286, 282	296, 912	260, 556	249, 964	27.4	28.0	25.3	23.7
Fort Erie, Niagara Falls and St. Lawrence River Ports in Ontario .....	36, 124	35, 704	33, 529	35, 586	3.5	3.4	3.3	3.4
St. Lawrence River Ports in Ontario and Province of Quebec .....	25, 775	25, 630	25, 763	26, 026	2.5	2.4	2.5	2.5
St. Clair, Detroit River Ports and St. Lawrence River Ports in Ontario .....	10, 951	10, 679	9, 621	9, 662	1.0	1.0	0.9	0.9
Sault Ste. Marie and St. Clair, Detroit River Ports .....	10, 343	11, 940	10, 912	11, 154	1.0	1.1	1.1	1.1
Sault Ste. Marie and Fort Erie, Niagara Falls .....	8, 237	9, 255	8, 336	9, 014	0.8	0.9	0.8	0.8
<b>Total of above .....</b>	<b>377, 712</b>	<b>390, 120</b>	<b>348, 717</b>	<b>341, 406</b>	<b>36.2</b>	<b>36.8</b>	<b>33.9</b>	<b>32.4</b>

1. Exclusive of commuters, summer residents and locals.

River ports is still heavy, perhaps due to the increased number of visitors wishing to view the sea-way and power developments on the Canadian side of the St. Lawrence River. Travel in Ontario between the western ports of Fort Frances, Pigeon River and Rainy River and ports east of Port Arthur has not developed to any extent. In 1957 some 945 cars remaining in Canada for 3 days or more travelled from the three western Ontario ports to other ports in Ontario. Accordingly 38 per cent of this traffic left Canada through the port of Sault Ste. Marie. Some 835 cars travelled in the opposite direction and of these cars 33 per cent entered at Sault Ste. Marie and returned to the United States mainly through Pigeon River, after staying in Canada for 3 days or more.

The exchange of foreign vehicles between Ontario and Manitoba is for the most part through the three Western Ontario ports of Fort Frances, Pigeon River and Rainy River. Table 2 shows 5,517 cars entering through Ontario ports and leaving through ports in Manitoba. More than 71 per cent of these motorists remained in Canada 3 days or more. Total traffic in the opposite direction was not so heavy and numbered 5,020 vehicles. However, 78 per cent of these motorists remained in Canada for 3 days or more with the result that the exchange of long-term traffic between Manitoba and Ontario was practically equal. Some 98 per cent of the long-term traffic trav-

elling between Ontario and Manitoba entered or departed from Ontario through the three Western Ontario ports mentioned above. Of the 3,845 long-term cars entering through Western Ontario ports and leaving through Manitoba more than 75 per cent entered at Fort Frances. Some 64 per cent of the cars travelling in this direction entered at Fort Frances, Ontario and left Manitoba through the port of Emerson. Some 3,844 long-term cars entered Canada through ports in Manitoba and returned to the United States through ports in Western Ontario; 72 per cent of which entered through Emerson and returned via Fort Frances. On the other hand, more than 82 per cent of the cars travelling in this direction returned to the United States through the port of Fort Frances.

Of the automobiles entering Manitoba on travellers' vehicle permits in 1957, 1,065 returned to the United States through ports in the province of Saskatchewan and 938 through ports in Alberta. More than 84 per cent or 897 vehicles which entered via ports in Manitoba and travelled to Saskatchewan were long-term cars. Some 27 per cent travelled from Emerson to North Portal, 15 per cent from Bois-sevain to North Portal and more than 12 per cent from Emerson to Regway. Of the 938 vehicles which entered Canada through ports in Manitoba and continued on to Alberta, some 900 vehicles or 97 per cent were long-term. Between 37 and 38 per cent of these long-term vehicles entered Canada at Emerson,

Manitoba and returned to the United States at Carway, Alberta; 23 per cent returned to the United States via Chief Mountain and 16 per cent left through the port of Coutts. Some 8 per cent of the vehicles travelling from Manitoba to Alberta entered at Boissevain, Manitoba and returned to the United States through the port of Carway, Alberta.

Some 1,325 of the cars entering Saskatchewan on travellers' vehicle permits returned to the United States through ports in Manitoba and 1,112 or 5 per cent returned through ports in Alberta. Approximately 93 per cent of the cars travelling from Saskatchewan to Alberta were long-term cars, while 1,121 vehicles travelling from Saskatchewan to Manitoba were

long-term. Nearly 30 per cent of the latter group of cars entered Saskatchewan at North Portal and returned to the United States at Emerson, Manitoba; 28 per cent left via Boissevain and 7 per cent entered at Regway and returned to the United States at Emerson. The most popular route from Saskatchewan to Alberta lay between the ports of North Portal and Carway as some 21 per cent of the cars entering through ports in Saskatchewan and returning through ports in Alberta used this route, while 19 per cent entered at North Portal and returned via Coutts, 11 per cent entered at North Portal and returned to the United States at Chief Mountain, and 8 per cent entered at Regway and returned via Carway, Alberta.

**STATEMENT 7. Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup>, Percentage of Volume, Classified According to Length of Stay in Canada by Province of Entry, 1957**

Province of entry	Length of stay in Canada		
	1 day	2 days	3 days and over
	%	%	%
Maritimes .....	35.2	14.2	50.6
Quebec .....	32.9	21.4	45.7
Ontario .....	39.0	21.2	39.8
Manitoba .....	29.0	18.0	53.0
Saskatchewan .....	22.1	15.2	62.7
Alberta .....	17.4	12.4	70.2
British Columbia and Yukon Territory .....	25.3	23.1	51.6
Canada .....	35.3	20.7	44.0

1. Exclusive of commuters, summer residents and locals.

Vehicles entering Canada through ports in Alberta and leaving via ports in Manitoba followed much the same pattern as traffic in the opposite direction, with 1,353 long-term cars travelling from Alberta to Manitoba. Some 37 per cent of this group entered at Carway, Alberta and returned to the United States at Emerson, Manitoba; 19 per cent from Chief Mountain to Emerson, 14 per cent from Coutts to Emerson and 13 per cent entered at Carway returning to the United States at Boissevain. Traffic from Alberta to Saskatchewan consisted of 1,207 vehicles of which 1,099 or 91 per cent were in the long-term category. Nearly 23 per cent of this group travelled from Carway to North Portal, 20 per cent from Coutts to North Portal, 9 per cent from Chief Mountain to North Portal and 6 per cent entered at Coutts and returned to the United States at Regway, Saskatchewan. In addition to the number of cars that return to the United States through ports in Saskatchewan and Manitoba after entering through

ports in Alberta, many return via ports in British Columbia and many are on their way to Alaska. In 1957 nearly 26 per cent of the cars entering Alberta on travellers' vehicle permits returned to the United States via ports in British Columbia. Some 88 per cent of this group of vehicles were in the long-term category. The most popular route appeared to be between Carway and Kingsgate as 35 per cent of the vehicles used this route. Some 17 per cent of the traffic entered at Chief Mountain and returned via Hungtindon, British Columbia, but this represents a five month period as Chief Mountain is closed for seven months of the year. More than 8 per cent of the cars travelled from Coutts to Huntingdon, while 4 per cent entered at Carway and returned via Pacific Highway and 4 per cent travelled from Carway to Roosville, British Columbia. During the year 1957, some 4,436 cars entered Canada through ports in Alberta and entered Alaska via ports in the Yukon Territory. Nearly 76 per cent of this group

entered Canada at Coutts, Alberta and entered Alaska at Snag Creek. Between 18 and 19 per cent of this traffic entered at Carway and proceeded to Alaska via Snag Creek.

Analysis of the traffic from British Columbia to Alberta shows that 9,404 vehicles entered Canada through ports in British Columbia and returned to the United States via ports in Alberta. Between 90 and 91 per cent of this traffic was in the long-term classification. More than 37 per cent of this group entered Canada at Kingsgate and returned to the United States via Carway, Alberta. The remainder of the traffic from British Columbia to Alberta followed a somewhat different pattern than traffic in the opposite direction. Some 9 per cent of the 9,404 vehicles entering via British Columbia and returning via Alberta travelled from Huntingdon to Coutts, 4 per cent from Paterson to Carway and 3 per cent from Pacific Highway to Carway, Alberta. In addition to the cars travelling from British Columbia to Alberta, 5,136 proceeded to Alaska after entering Canada through ports in British Columbia. Around 93 per cent of this traffic remained in Canada for 3 days or longer. Cars staying less than 3 days in Canada represent traffic entering Canada at Pleasant Camp in Northern British Columbia, then proceeding

to Alaska. Between 30 and 31 per cent of the "long-term" British Columbia to Alaska traffic entered at Hungtindon, 22 per cent at Aldergrove, 16 per cent at Pacific Highway and 15 per cent at Osoyoos, all leaving Canada at Snag Creek, Yukon Territory.

Traffic entering Canada through the Yukon Territory and returning to the United States via ports in other provinces is composed largely of vehicles making the return trip from Alaska to other states of the Union. In 1957 some 5,066 cars entered Canada through the Yukon Territory and returned to the United States via ports in British Columbia. This was chiefly long-term traffic although a few short-term vehicles left British Columbia via Pleasant Camp. Practically all the entries to the Yukon Territory were at Snag Creek, with 40 per cent of the exits appearing at Hungtindon, 17 per cent at Osoyoos, 11 per cent at Aldergrove and 10 per cent at Pacific Highway. The return trip from Alaska via ports in Alberta followed much the same pattern as traffic in the opposite direction. Practically all entries were via Snag Creek, Yukon Territory, with exits being distributed as follows: 70 per cent through Coutts and 25 per cent returned via Carway, Alberta.

**STATEMENT 8. Minimum Inter-Provincial Travel by Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada During the Four Months June to September, 1954-1957**

Province of entry	American Cars leaving Canada by a province other than that of entry				Percentage of all cars leaving province			
	1954	1955	1956	1957	1954	1955	1956	1957
					%	%	%	%
Atlantic Provinces .....	6,929	7,580	7,127	7,435	6.7	7.2	6.4	6.8
Quebec .....	36,781	36,483	35,624	34,692	14.1	13.9	13.0	13.5
Ontario .....	55,965	56,867	54,569	54,069	5.5	5.5	5.4	5.1
Manitoba .....	5,832	6,685	6,706	7,079	19.8	21.9	21.9	22.6
Saskatchewan .....	2,236	2,736	2,971	3,176	17.1	22.8	22.6	22.8
Alberta .....	15,602	16,191	17,803	17,520	48.1	48.7	52.1	44.4
British Columbia and Yukon Territory .....	11,695	11,739	12,645	12,833	6.8	6.5	6.8	7.1
<b>Canada .....</b>	<b>135,040</b>	<b>138,281</b>	<b>137,445</b>	<b>136,804</b>	<b>8.3</b>	<b>8.3</b>	<b>8.3</b>	<b>8.1</b>

1. Exclusive of commuters, summer residents and locals.

Statement 8 includes automobiles leaving Canada by a province other than that of entry. There is a very slight decrease in the number of cars leaving Canada by a province other than that of entry. Percentagewise there was a substantial de-

crease in the number of vehicles leaving Alberta after entering through other provinces and a moderate decrease for the province of Ontario, whereas all the other provinces recorded a higher percentage in this respect.

### Receipts from United States Travellers by Province of Entry

Although it is impossible to give an accurate breakdown of receipts from American travellers according to the province in which the expenditures are made, estimates based on the province of entry are presented in Statement 9. Data appearing in this statement are not intended to measure accurately expenditures within the province concerned, also no allowance is made for Americans travelling from one province to another after they have entered Canada. Information available on customs permits makes it possible to ascertain the number of such motorists leaving Canada by a province other than that of entry, but there is no way of determining what part of the expenditure was made in the province of entry and what part was made in the province of exit. The

information on province of destination collected from the special survey described elsewhere in this report seems to indicate that the net effects of inter-provincial crossings are, perhaps, not too great in the case of some provinces, although of more significance in others. When interprovincial crossings are examined in terms of vehicles rather than percentages the probabilities are that, although some regions may gain a little on the balance of traffic, the discrepancy is not as great as might be expected. Less information is available on the provincial distribution of non-automobile types of transportation although it is apparent that most persons destined to Alberta by rail actually enter Canada through other provinces and are recorded in the latter.

#### STATEMENT 9. Distribution of United States Travel Expenditures in Canada by Province of Entry, 1953-1957

Province of entry	Percentage of total				
	1953	1954	1955	1956	1957 <sup>2</sup>
Atlantic Provinces <sup>1</sup> .....	8.1	7.9	7.7	7.9	7.5
Quebec .....	18.6	18.1	17.4	18.3	18.3
Ontario .....	51.5	50.5	53.6	51.5	50.4
Manitoba .....	2.5	2.6	2.7	3.0	3.0
Saskatchewan .....	1.8	1.9	1.5	1.6	1.3
Alberta .....	2.9	2.8	3.0	2.8	3.7
British Columbia and Yukon Territory .....	14.6	16.2	14.1	14.9	15.8
Canada .....	100.0	100.0	100.0	100.0	100.0

1. Entering mainly through ports in New Brunswick.
2. Subject to revision.

Data appearing in Statement 9 are presented in the form of percentages to facilitate an annual comparison. The provinces have remained in much the same order of importance during the past five years. On the basis of province of entry, Ontario has received at least 50 per cent of the receipts each year. In comparison with 1956, Alberta, British Columbia and the Yukon Territory received a higher proportion

of the receipts in 1957; Quebec and Manitoba each retained the same percentage; but the Atlantic Provinces, Ontario and Saskatchewan each received a smaller proportion. A comparison of the average length of stay for automobile traffic covered by customs permits and the average expenditure per car appears in Statement 13 and may be of interest when examining the estimate of provincial receipts.

#### Receipts from United States Travellers in Canada During 1957, Classified by Length of Stay in Canada

In 1957 a total of 28.6 million residents of the United States entered Canada which represents an increase of 3.4 per cent or close to 1 million visits compared with the previous year. This figure includes the travellers who enter Canada to stay for weeks or months and also many residents of border communities who may enter frequently during the year for visits of short duration. Short-term visits are particularly numerous in the Windsor-Detroit re-

gion and the St. Stephen-Calais area where close social and economic relationships exist. These visits of a short-term nature continue to account for between 84 and 85 per cent of the total volume of traffic entering Canada but low average expenditures diminish their importance as a source of travel receipts. In 1957 they contributed 23 per cent of the total receipts from foreign travellers in Canada, a slightly lower proportion than in 1956.

## STATEMENT 10. Expenditures of United States Travellers in Canada by Length of Stay, 1957

Mode of travel	Number of persons	Per cent of grand total	Expenditures	Per cent of grand total
		%	\$	%
Short-term traffic:				
Automobile:				
Non-permit or local traffic .....	12,300,600	42.98	34,743,900	10.68
Customs permit holders:				
Commuters .....	10,200	0.04	1,337,600	0.41
Locals .....	22,600	0.08	558,700	0.17
Repeat trips .....	3,211,300	11.22	—	—
Other:				
1 day's stay .....	2,783,200	9.72	7,604,500	2.34
2 days' stay .....	1,485,400	5.19	10,655,400	3.27
Rail, in transit .....	343,600	1.20	—	—
Bus, in transit .....	54,400	0.19	163,300	0.05
Aeroplane, in transit .....	10,400	0.04	31,100	0.01
Other travellers (pedestrians, local bus etc.) .....	3,946,100	13.79	20,163,800	6.20
<b>Total</b> .....	<b>24,167,800</b>	<b>84.45</b>	<b>75,258,300</b>	<b>23.13</b>
Long-term traffic:				
Automobile:				
Customs permit holders:				
Summer residents .....	17,600	0.06	2,647,800	0.82
Other:				
More than 2 days' stay .....	3,085,600	10.78	115,919,200	35.63
Rail .....	376,100	1.31	44,583,800	13.71
Bus .....	320,800	1.12	27,369,100	8.41
Aeroplane .....	342,300	1.20	40,595,500	12.48
Boat .....	309,200	1.08	18,942,300	5.82
<b>Total</b> .....	<b>4,451,600</b>	<b>15.55</b>	<b>250,057,700</b>	<b>76.87</b>
<b>Grand total</b> .....	<b>28,619,400</b>	<b>100.00</b>	<b>325,316,000</b>	<b>100.00</b>

In Statement 10, visits of two days or less are grouped under one section as "Short-term Traffic" and visits of longer duration are shown as "Long-term Traffic". In 1957 some 4.45 million visits were of 48 hours or more duration, an increase of some 44,000 visits from 1956. Expenditures in this group advanced by 6.2 per cent and represented 77 per cent of the total receipts for the year, a slightly larger proportion than in 1956.

Tables 1 and 1A for the year 1957 show the pattern of American automobile traffic in Canada for vehicles which require travellers' vehicle permits. The method of tabulation makes it possible to examine in considerable detail this type of traffic according to length of visit. In 1957 motorists en-

tering Canada on travellers' vehicle permits contributed 43 per cent of the receipts from residents of the United States travelling in Canada. When compared with similar tables for preceding years, data appearing in Tables 1 and 1A show little change in general behaviour. Statement 11 groups the entrants on travellers' vehicle permits according to length of stay in Canada. The average length of stay for automobiles staying 3-7 days has remained the same for the past five years, while the average length of stay for the group staying 8-14 days dropped from 9.9 days, where it had remained for four previous years, to 9.8 days in 1957. The average length of stay for the group staying 15 days and over remained unchanged in 1957 when compared with 1956.

STATEMENT 11. Average Visit of Non-Resident Motorists Travelling in Canada on Customs Permits<sup>1</sup> Classified as a Per Cent of Total Entries, 1955-1957

Length of stay (Days)	Average length of stay			Per cent of total entries		
	1955	1956	1957	1955	1956	1957
				%	%	%
1 .....	1.0	1.0	1.0	35.5	35.3	35.4
2 .....	2.0	2.0	2.0	21.4	20.9	20.7
3-7 .....	4.3	4.3	4.3	29.9	30.1	30.0
8-14 .....	9.9	9.9	9.8	9.0	9.3	9.3
15 and over .....	50.8	50.7	50.7	4.2	4.4	4.6
<b>Total</b> .....	<b>5.08</b>	<b>5.22</b>	<b>5.30</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

1. Exclusive of commuters, summer residents and locals.

The trend towards a higher proportion of traffic in the groups staying 15 days and over and 8-14 days continued in 1957. The percentage of one-day traffic was practically unchanged in 1957, whereas the groups staying two days, and from 3-7 days were smaller percentages of the total entries in 1957. The higher proportion of traffic appearing in the long-term groups had the effect of extending the average length of stay to 5.30 days as compared with 5.22 days in 1956. This increase in the length of visit is between 1 and 2 per cent and makes the average length of stay the highest it has been since 1947. An examination of the average length of visit during the past 11 years (excluding special groups such as summer residents, commuters, etc.) reveals the following:

Year	Average length of visit in days
1947 .....	5.39
1948 .....	5.28
1949 .....	4.99
1950 .....	4.80
1951 .....	4.51
1952 .....	4.62
1953 .....	4.58
1954 .....	4.69
1955 .....	5.08
1956 .....	5.22
1957 .....	5.30

Statement 12 indicates the relative importance of each group from an expenditure viewpoint. As in 1956 the group staying in Canada from 3-7 days accounted for 41 per cent of the expenditures from residents of other countries travelling on customs permits. Next in order of importance was the group staying 8-14 days which contributed between 25 and 26 per cent of the receipts from motorists recorded in Tables 1 and 1A. The last group, namely those staying 15 days and over, contributed 20 per cent of the receipts but only 5 per cent of the volume, in comparison with the group staying only one day which contributed nearly 6 per cent of the receipts but made up 35 per cent of the volume. Motorists staying in Canada 2 days contributed nearly 8 per cent of the receipts but made up 21 per cent of the volume. Statement 12 also records the average expenditure per car per day for each day-group. All groups, with the exception of visitors staying in Canada one day, recorded an average expenditure per car per day lower than in 1956. The group staying one day increased their average expenditure per car per day by nearly 6 per cent while the groups staying 2 days, and 3-7 days, decreased their average expenditure nearly 1 per cent; the 8-14 day group slightly more than 1 per cent and the 15 day and over group more than 2 per cent. The decreased average expenditure per car per day in all the day-groups, except the one day, lowered the Canada average by between 1 and 2 per cent to \$10.21, the lowest figure in five years.

**STATEMENT 12. Average Expenditures of Non-Resident Motorists Travelling in Canada on Customs Permits<sup>1</sup> Classified by Length of Visit, 1955-1957**

Length of stay (Days)	Per cent of total expenditures			Average expenditure per car per day			Per cent change in average exp. per car per day in 1957
	1955	1956	1957	1955	1956	1957	
	%	%	%	\$	\$	\$	%
1 .....	5.0	5.3	5.6	7.43	8.10	8.55	+ 5.6
2 .....	7.8	7.9	7.7	9.66	10.24	10.16	- 0.8
3 - 7 .....	41.4	41.4	41.3	17.10	17.40	17.26	- 0.8
8 - 14 .....	25.7	25.6	25.5	15.31	15.12	14.94	- 1.2
15 and over .....	20.1	19.8	19.9	4.99	4.76	4.65	- 2.3
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>10.41</b>	<b>10.37</b>	<b>10.21</b>	<b>- 1.5</b>

1. Exclusive of commuters, summer residents and locals.

Statement 13 shows a comparison of the length of stay and average expenditure per car per day by province of exit for the past three years. Cars leaving Canada through ports in Saskatchewan spend more time in Canada than cars leaving through other provinces but their average expenditure per car per day is lower than in most of the other provinces. Cars leaving Canada through ports in the province of Quebec averaged the shortest visits in 1956 and

in 1957 but their expenditures per car per day were higher than in Ontario, the Atlantic provinces and Saskatchewan. In Alberta both the average length of stay and average expenditure per car per day are much higher than the Canada average. The highest average expenditure per car per day continues to occur in British Columbia, where the average length of stay is 5 days and is similar to the average for Canada.

**STATEMENT 13. Average Expenditures of Non-Resident Motorists Travelling in Canada  
on Customs Permits<sup>1</sup> Classified by Province of Exit, 1955-1957**

Province of exit	Length of stay (Days)			Average expenditure per car per day		
	1955	1956	1957	1955	1956	1957
				\$	\$	\$
Atlantic Provinces .....	9.1	10.3	9.7	8.59	8.73	8.39
Quebec .....	4.7	4.5	4.4	12.06	12.15	12.33
Ontario .....	4.6	4.8	4.9	9.33	9.00	8.82
Manitoba .....	6.6	6.9	7.3	10.34	10.56	10.47
Saskatchewan .....	11.0	10.8	9.9	9.07	9.02	9.57
Alberta .....	8.5	8.2	7.6	13.56	12.98	14.12
British Columbia and Yukon Territory .....	4.9	5.0	5.1	15.62	15.60	14.99
<b>Canada .....</b>	<b>5.1</b>	<b>5.2</b>	<b>5.3</b>	<b>10.41</b>	<b>10.37</b>	<b>10.21</b>

1. Exclusive of commuters, summer residents and locals.

**Special Survey of Non-Resident Travel Behaviour in Canada**

The survey which was initiated in 1955 as an experiment to determine some of the characteristics of foreign travel in Canada and extended in 1956 to give a proper geographical distribution, was further expanded in 1957 to determine seasonal patterns. This survey supplements information already collected from the triplicate copies of all travellers' vehicle permits issued by the customs officers at ports of entry into Canada from the United States. The triplicate copies are surrendered as the motorists leave Canada on their return to the United States; the visit is complete with the length of stay correctly recorded by the port of entry and port of exit and the question on expenditures in Canada answered while it is fresh in the mind of the motorist. In 1957 some 128,000 questionnaires were mailed to residents of the United States who had visited Canada during the year. In addition to the provincial distribution which was made on the basis of the number of travellers' vehicle permits issued by each province, a seasonal distribution was attempted by selecting names of persons who completed their visit in the mid-month of each quarter of the year. The seasonal distribution was also made on the basis of the number of permits issued by each province in each quarter of the year. The geographical distribution was maintained by selecting ports of exit on well-established routes between the two countries, according to the volume of traffic. The selection was restricted to automobile traffic entering Canada on travellers' vehicle permits which is the most important group when receipts are analyzed according to type of transportation. Motorists entering Canada on travellers' vehicle permits contributed nearly 43 per cent of the receipts from residents of the United States during 1957, but 87 per cent of this amount was contributed by the group staying for 3 days or over. The selection of names was made with the idea of soliciting most of the response from

the long-term traffic as it is a most important source of receipts. The questionnaire asked for information on the purpose of visit, accommodation used in Canada, a breakdown of expenditure for various purposes and total expenditures in Canada, the length of visit at destination and en route through Canada, the approximate mileage in Canada, if their impressions were favourable or unfavourable and whether it was their first visit to Canada.

Altogether, nearly 40,000 questionnaires were completed and returned, representing a response of about 31 per cent. On a quantity basis the response varied between 26.5 per cent in the second quarter to 34.6 per cent in the first quarter, with the third quarter being higher than the yearly response and the fourth quarter somewhat lower. Approximately 89 per cent of the replies were from Americans who had spent 3 days or longer in Canada, but consideration should be given to the fact that the returns from the questionnaires did not show precisely the same pattern in length of stay as the travellers' vehicle permits. On this account, some reservations must be attached to the results of the special survey, particularly as regards its representation of all traffic entering Canada on travellers' vehicle permits.

An examination of the two sources of information reveals different patterns in the length of stay. A direct comparison of the travellers' vehicle permits surrendered during the months in which the questionnaires were mailed for the survey discloses an undercoverage in some classifications and excessive coverage in others. After deducting the one and two-day groups from the travellers' vehicle permits, over 25 per cent of the long-term group did not remain in Canada longer than 3 days and 16 per cent of this group stayed for 4 days. A similar breakdown of the questionnaires from the survey shows between

15 and 16 per cent staying for 3 days, and less than 14 per cent remaining 4 days in Canada. In the next three groupings by length of stay there is an excessive coverage from the "mail" questionnaire in the 5 day, 6 day and 7 day groups. Table 1 reveals that cars staying 5 to 7 days inclusive have higher average expenditures per car per day than cars staying 3 or 4 days. From this examination it is apparent that the "mail" questionnaire, or any other mail questionnaire that would be biased in this manner, should not be used as the source of information for estimates on receipts from foreign travel in Canada. The accuracy on the length of stay which is compiled from the travellers' vehicle permits cannot be questioned, as the date of entry and date of exit are stamped on each permit by customs officers when the automobile enters and leaves Canada. In the 8 day group there is also an undercoverage in the "mail" questionnaire and again the average expenditure per car per day is lower than in the 7 day class where the survey has excessive coverage. Response from the 9 day group is weighted reasonably accurate but is excessive in the 10 day group where average expenditures per visit are substantially higher than in the 9 day group as revealed in Table 1. Other categories showing excessive coverage are the 14 day and 21 day groups. It is possible there may be a tendency for the respondents to think in terms of a week or two weeks away from home, or the other alternative of a long weekend plus a week's vacation, but part of this time may be spent travelling in the United States whereas the customs' date stamp of entry and departure gives the true length of stay within Canada. Examination of the information from the special survey indicates that it may be of more use to determine the purpose of trip, accommodation

used, mileage, destination, etc., rather than as a basis for estimates on expenditures in Canada. As already mentioned, the survey is not properly weighted according to length of stay and estimates of expenditures prepared from a basis of this nature could be very unreliable.

Some 15 per cent of the respondents reported their first trip to Canada in 1957 compared with 17 per cent in 1956 and 14 per cent in 1955. Following a trend somewhat similar to that of the previous year some 23 per cent of the respondents who entered Canada through ports in Alberta reported their first visit to Canada, and 18 per cent of the motorists entering through ports in Quebec also reported a first visit. Nova Scotia and New Brunswick, on the other hand, show 10 per cent and 9 per cent, respectively, of their visitors arriving for the first time. On a quarterly basis a higher percentage of the respondents visited Canada for the first time in the third quarter, when 18 per cent reported their first visit to Canada. In the fourth quarter only 9 per cent reported their first visit to Canada whereas corresponding data for the first and second quarters were 10 per cent and 12 per cent, respectively. When the first and repeat visits were tabulated according to purpose of trip, some 20 per cent of the questionnaires reporting recreation as the purpose also reported their first visit to Canada. The lowest percentage of "first visits" was reported by persons visiting friends or relatives with only 7 per cent being recorded in this category. First visits to Canada were reported by 8 per cent of the shoppers, 9 per cent of the respondents on business, 14 per cent by persons giving educational reasons and 20 per cent in the residual category of "Other" reasons.

**STATEMENT 14. Purpose of Visit<sup>1</sup> Reported by American Motorists Visiting Canada, by Province of Entry, Special Survey 1957**

Province of entry	Percentage of questionnaires reporting main purpose of trip					
	Business	Education	Shopping	Recreation	Visiting friends or relatives	Other
	%	%	%	%	%	%
Nova Scotia.....	1.6	0.2	0.8	72.5	24.7	0.2
New Brunswick.....	3.3	0.3	1.6	57.0	37.4	0.4
Quebec.....	6.5	0.8	1.6	58.5	31.9	0.7
Ontario.....	6.4	0.4	1.4	67.4	23.9	0.5
Manitoba.....	9.3	0.2	2.7	47.7	38.8	1.3
Saskatchewan.....	12.9	0.2	1.2	39.2	43.1	3.4
Alberta.....	8.3	0.2	1.2	70.1	16.9	3.3
British Columbia.....	12.3	0.7	2.7	58.3	24.4	1.6
Yukon Territory.....	14.2	0.4	0.4	18.6	3.5	62.9
<b>Canada.....</b>	<b>7.3</b>	<b>0.5</b>	<b>1.6</b>	<b>63.5</b>	<b>26.1</b>	<b>1.0</b>

1. All questionnaires reporting purpose of trip and 3 days or more in Canada.

Tabulation of the purpose of visit to Canada revealed that 82 per cent of the questionnaires reported one purpose of visit and 18 per cent reported two or more purposes. If the questionnaires reporting more than one purpose are properly weighted according to the purposes recorded and added to the one

purpose group, we find that between 63 and 64 per cent of the visits lasting for 3 days or longer were for purposes of recreation as compared with nearly 82 per cent in 1956. As it will be recalled the 1956 mailing list was taken from permits surrendered during the months of July and August when a high per-

**STATEMENT 15. Purpose of Visit<sup>1</sup> Reported by American Motorists Visiting Canada,  
Compiled Quarterly, Special Survey 1957**

	Percentage of questionnaires reporting main purpose of trip					
	Business	Education	Shopping	Recreation	Visiting friends or relatives	Other
	%	%	%	%	%	%
First quarter .....	15.5	1.3	2.3	41.9	37.3	1.7
Second quarter.....	16.0	1.7	1.7	47.1	32.0	1.5
Third quarter .....	2.8	0.1	1.3	74.5	20.8	0.5
Fourth quarter .....	12.2	0.1	2.5	44.6	37.9	2.7
<b>Year.....</b>	<b>7.3</b>	<b>0.5</b>	<b>1.6</b>	<b>63.5</b>	<b>26.1</b>	<b>1.0</b>

1. All questionnaires reporting purpose of trip and 3 days or more in Canada.

centage of persons were on annual vacations. The previous survey did not make provision for seasonal patterns that may exist. In 1957 a seasonal distribution was attempted and the purpose of visit varied considerably according to the quarter of the year in which the trip was taken. Recreation attracted some 75 per cent of the visitors to Canada in the third quarter but a much smaller proportion came for recreation in the other quarters of the year. In the first quarter some 42 per cent reported recreation, 47 per cent in the second quarter and 45 per cent in the fourth quarter. On an annual basis visits to friends or relatives were responsible for the second largest group, namely 26 per cent but, again, the proportion varied according to the time of year. In the third quarter visits to friends or relatives accounted for some 21 per cent of the questionnaires reporting purpose of visit, being somewhat similar to the 1956 survey but the proportion in this category was much higher in the other quarters. In the first quarter of the year some 37 per cent of the trips to Canada were for the purpose of visiting friends or relatives, followed by 32 per cent in the second quarter and 38 per cent in the last quarter. Business trips were responsible for about 7 per cent of our visitors during 1957 although the importance again varies according to the season of the year. In the third quarter about 3 per cent of the visits were for business which is comparable to the previous survey. Business trips accounted for about 16 per cent of the visits to Canada in the first six months and 12 per cent in the last three months of 1957. Education, shopping and other reasons not specified account for about 3 per cent of the visits to Canada and consequently are not so important in attracting visitors to Canada. The seasonal variations in purpose of visit are illustrated in Statement 15 and the purpose of visit to the various provinces is listed in Statement 14. On a provincial basis between 72 and 73 per cent of the visits to Nova Scotia were for the purpose of recreation and 70 per cent of the visits to Alberta were for the same reason. Comparable to the previous survey Saskatchewan had a higher proportion of visits to friends or relatives than any of the other prov-

inces although Manitoba and New Brunswick also had a high percentage of visits within the same category. With the exception of the Yukon Territory, the province of Saskatchewan also had the highest percentage of business trips, followed closely by British Columbia, Manitoba and Alberta. The proportion of business trips to Central and Eastern Canada was lower than in the Western Provinces.

The breakdown between adults and children revealed a slightly higher percentage of adults. In 1957 some 77 per cent of the persons covered by the questionnaires were adults and 23 per cent were children as compared with 74 per cent and 26 per cent, respectively, in 1956. On a quarterly basis there was a much higher proportion of children in the third quarter than at other seasons of the year. In the third quarter some 27 per cent of the persons were children and 73 per cent were adults, indicating many family vacations at that period of the year. In the first quarter the ratio was 80 per cent adults and 20 per cent children as compared with 88 per cent and 12 per cent in the second quarter and 83 per cent and 17 per cent in the fourth quarter. On a provincial basis, excluding the Yukon Territory, the proportion of children was highest in Manitoba. Questionnaires showing Nova Scotia as the province of entry had the highest percentage of adults, followed by New Brunswick and Quebec. The breakdown between adults and children according to purpose of trip shows that questionnaires reporting business had the lowest percentage of children. Although children appeared on questionnaires reporting business it is evident that the purpose of trip may have been business for the head of the household and the other members of the family merely accompanied the husband or father for the trip. The highest percentage of children appeared on questionnaires in the "Other" category, although visits to friends or relatives and trips for recreation also had a high percentage of children reported.

As already mentioned, there was an under-coverage in the response from the survey in some of the length of stay classifications and too high a

proportion in other groups. In the survey, the 3 and 4 day groups accounted for some 29 per cent of the cars staying 3 or more days in Canada, whereas the correct proportion of this group, according to the length of stay compiled from travellers' vehicle permits, amounted to 41 per cent of the total for 3 days and over. On the other hand, in the survey the group staying 5 to 7 days inclusive accounted for nearly 30 per cent of the total, whereas the travellers' vehicle permits with 5 to 7 days stay accounted for 25 per cent of the long-term traffic. Table 1 reveals that cars staying 5 to 7 days spend more per day than cars staying 3 to 4 days. The over-weighting in groups with higher expenditures and under-weighting in groups with lower expenditures both per car and per day makes the "mail" questionnaire an unreliable basis for estimates of receipts from travel in Canada, but it is likely to be much more reliable for other data. The length of visit as compiled from the questionnaires shows 8.6 days at destination and 3.4 days travelling to and from destination, or a total of 12 days in Canada which compares very closely to the average of 12.2 days in the 1956 survey. If the one and two-day cars are deducted from Table 1 we find that the average length of stay for the remainder amounted to 10.3 days. The length of stay varied considerably according to the purpose of visit. Persons on business reported between 12 and 13 days at destination with an additional 3 days en route; persons on recreation reported 8 days at destination and 3.6 days en route; persons visiting friends or relatives spent 7.1 days at destination and 2.5 days en route. Persons in Canada for their education remained longer than all other groups while visits stated to be for the purpose of shopping had the shortest stay, namely 3.5 days. The average for the aggregate of all groups was close to the average for recreation, a substantially high percentage of the total. The average length of stay according to purpose of visit for each quarter follows much the same trend. The aggregate for all types reached a peak in the fourth quarter with 14.7 days at destination and 3.4 days en route, whereas the shortest stay was reported in the second quarter with 6.9 days at destination and 2.8 days en route. The average length of stay reported in the first quarter was 8.7 days at destination and 2.8 days en route, while the respondents of the third quarter reported 7.8 days at destination and 3.7 days en route. The high proportion of recreation travel in the third quarter is reflected in the additional time spent en route during this quarter. On a provincial basis the average length of stay at destination was highest in Newfoundland where the average amounted to 24 days, in addition to 11 days travelling to and from destination. Visits to Newfoundland were much longer in the last half of the year. Questionnaires showing destinations in Nova Scotia also reported extended visits as compared with some of the other provinces. The average length of stay for the year amounted to nearly 14 days with longer visits being reported in the first and last quarters than in the second and third. Motorists destined to Nova Scotia spent 5.8 days en route in addition to the time spent at destination. Motorists entering via ports in Nova Scotia averaged 4.7 days travelling to and from

destination, whereas motorists entering via ports in other provinces spent 6.3 days en route to and from destinations in Nova Scotia. Questionnaires showing destinations in Saskatchewan averaged 12.4 days at their destinations and 4.3 days travelling, although motorists who entered Canada via ports in other provinces spent 13.7 days at destinations in Saskatchewan as compared with 11.8 days for entries via ports within the province. The questionnaires showing destinations in Prince Edward Island, New Brunswick, Ontario and Manitoba all averaged between 9 and 10 days at destination. In addition to the period at destination the time spent en route amounted to 5.6 days to Prince Edward Island, 3.5 days to New Brunswick, 3.4 days to Manitoba and 2.5 days to Ontario. The length of stay at destinations in other provinces amounted to 7.9 days in Alberta, 6.8 days in British Columbia and 6.4 days in Quebec. In practically all cases the length of time spent in travelling is extended when motorists enter Canada via a province other than the province of destination. The average length of time spent in travelling to and from destination was lowest in Ontario and highest in Newfoundland and the Yukon Territory. The time spent in Canada amounted to approximately two-thirds of the specified vacation and the remainder presumably was spent in the United States. About one-half of the vacation time was spent at the destination in Canada with the other half being spent en route and at other places.

In analyzing the types of accommodation used in Canada it must be kept in mind that the survey covered automobile traffic entering Canada on travellers' vehicle permits; non-automobile traffic was not included. In 1957 the motel or motor court proved to be the most popular type of accommodation for the automobile traveller, confirming the results of the previous surveys in 1955 and 1956. In 1957 some 30 per cent of the questionnaires reporting visits of 3 days or over checked motels as the accommodation used, similar to the percentage reporting motels in 1956. In the recent survey between 23 and 24 per cent stated they stayed with friends or relatives as compared with 20 per cent using this type of accommodation in 1956. Although 26 per cent of the respondents reported visits to friends or relatives as the purpose of trip, it is apparent that a small number may have found it necessary to obtain accommodation outside the homes of their friends or relatives. Although the returns from this group are somewhat different from the results of the previous survey, it must be kept in mind that in the 1957 survey there was a seasonal distribution of the mailing list which did not occur in 1956. Between 20 and 21 per cent from the last survey stayed in hotels as compared with 19 per cent in 1956, whereas the percentage who camped out or stayed in cottages was less. Some 14 per cent reported cottages for accommodation as compared with 18 per cent in 1956 but, again, the seasonal coverage may have been a factor influencing this percentage. As in 1956 about the same proportion used trailer coaches or other types of accommodation not already specified.

**STATEMENT 16. Accommodation Used by Motorists from the United States While Travelling in Canada<sup>1</sup> Compiled Quarterly, Special Survey 1957**

	Hotel or resort	Motor court or motel	Tourist home	Vacation cottage	Camp out	Trailer coach	Visiting friends or relatives	Other
	%	%	%	%	%	%	%	%
First quarter .....	31.3	23.1	2.8	7.7	2	2	33.2	1.9
Second quarter .....	25.4	25.9	2.2	11.9	3.9	0.5	27.8	2.4
Third quarter .....	18.3	32.9	4.8	15.2	6.4	1.4	19.3	1.7
Fourth quarter .....	20.0	22.4	3.3	12.7	3.9	0.9	33.4	3.4
<b>Year .....</b>	<b>20.6</b>	<b>29.8</b>	<b>4.1</b>	<b>13.8</b>	<b>5.2</b>	<b>1.1</b>	<b>23.4</b>	<b>2.0</b>

1. Automobile visits of 3 days or over in Canada.

2. Less than 0.1 per cent.

Considerable variation appeared in the type of accommodation reported according to the time of year in which the trip occurred and to illustrate this variation Statement 16 has been compiled. This statement illustrates that a higher proportion of our visitors stay in hotels during the winter months than at other periods of the year. This proportion declines somewhat in the second quarter reaching a minimum in the third quarter but during the fourth quarter a partial recovery in popularity is apparent. The popularity of the motel follows almost the opposite pattern according to the season of the year. In providing accommodation for our visitors motels are at their minimum of importance during the first and last quarters of the year, becoming more popular in the second quarter, and reaching a maximum in the third quarter when 33 per cent of the respondents stayed in motels as compared with an average of 30 per cent for the year. Unlike the seasonal trend for accommodation in motels, a higher proportion of visitors depend on friends or relatives for their accommodation in the first and fourth quarters than at other seasons of the year. This proportion tapers off somewhat in the second quarter reaching the minimum in the third quarter when other types like the tourist home, vacation cottage or camping out reach their peak. It is evident that the season of the year has a direct influence on the number of our visitors using cottages for accommodation.

Another factor apparently influencing the type of accommodation used in Canada was the purpose of visit. More persons travelling in Canada on business used hotels than all other types of accommodation combined. Comparable to the previous survey some 55 per cent of the respondents on business stayed in hotels but the seasonal trend described in the previous paragraph was also evident with persons on business, the third quarter showing a lower percentage than any of the other quarters. About 30 per cent of our business visitors used motels for their accommodation and the remaining 15 per cent used other types.

The most important group of visitors, namely persons on recreation, were more diversified in their choice of accommodation. Between 36 and 37 per cent of this group stayed in motels, 23 per cent in hotels, and 21 per cent in cottages. About 8 per cent of this group camped out, 5 per cent stayed in tourist homes and the remainder visited friends or relatives, stayed in trailers or used other types of accommodation. Most of the non-residents travelling in Canada on visits to friends or relatives obtained accommodation in their homes, about 12 per cent stayed in motels, 7 per cent in hotels and a few used the remaining types of accommodation already specified. No doubt, there were some instances where friends or relatives would not be in a position to provide accommodation for their visitors at destination and, in addition to that factor, accommodation would be required en route. About 51 per cent of the persons giving shopping as the purpose of trip stayed in motels and 34 per cent in hotels, although they were a minor group as regards volume of visitors.

When the type of accommodation is examined according to province of entry different patterns are revealed. The motel or motor court appeared to be the most popular type of accommodation in all provinces, although it should be pointed out again that the survey covered automobile traffic only. It is probable that a survey covering non-automobile traffic would show a much lower percentage of persons using this type of accommodation. In the 1957 survey some 30 per cent of the questionnaires reporting accommodation stayed in motels or motor courts. The proportion according to province of entry varied from 58 per cent in the Yukon Territory and 43 per cent in Alberta to 23 per cent in Saskatchewan. According to the survey some 35 per cent of the visitors to Nova Scotia and 36 per cent to Alberta also reported accommodation in motels. Hotels or resorts in the province of Quebec provided accommodation for a higher percentage of motorists entering on travellers' vehicle permits than in any other province. Moreover, hotels or resorts accommodated 27 per

**STATEMENT 17. Accommodation Used by Motorists from the United States While Travelling in Canada<sup>1</sup>  
by Province of Entry, Special Survey 1957**

Province of entry	Hotel or resort	Motor court or motel	Tourist home	Vacation cottage	Camp out	Trailer coach	Visiting friends or relatives	Other
	%	%	%	%	%	%	%	%
Nova Scotia .....	19.8	34.8	10.2	8.1	3.0	0.2	22.0	1.9
New Brunswick .....	12.7	30.3	7.9	7.5	4.9	0.7	32.3	3.7
Quebec .....	27.4	31.1	7.4	3.3	1.9	0.2	26.5	2.2
Ontario .....	18.6	26.6	3.5	21.7	4.6	0.7	22.5	1.8
Manitoba .....	21.6	27.2	1.2	7.9	5.9	0.8	33.4	2.0
Saskatchewan .....	18.3	23.0	1.9	9.9	6.5	2.3	35.3	2.8
Alberta .....	18.8	42.9	4.1	3.3	12.4	3.5	13.5	1.5
British Columbia .....	25.1	36.0	1.2	3.1	8.9	2.9	20.8	2.0
Yukon Territory .....	21.7	58.5	0.7	0.7	15.0	—	2.7	0.7
<b>Canada .....</b>	<b>20.6</b>	<b>29.8</b>	<b>4.1</b>	<b>13.8</b>	<b>5.2</b>	<b>1.1</b>	<b>23.4</b>	<b>2.0</b>

1. Visits of 3 days or over in Canada.

cent of the respondents entering through the province of Quebec as compared with 24 per cent in 1956. Although the proportion in 1957 is somewhat higher, again the seasonal weighting is evident as a higher proportion stay in hotels during the first six months of the year than at other times. A smaller proportion of the visitors to New Brunswick reported hotel accommodation than in any of the other provinces. Although the proportion is somewhat lower than in 1956 a higher percentage of the respondents entering through Nova Scotia stayed in tourist homes than in any other province. Tourist homes also provided from 7 to 8 per cent of the accommodation for persons entering via Quebec and New Brunswick but, with the exception of Alberta, they were relatively unimportant in the Western Provinces. Cottages proved more popular in Ontario than any other province with 22 per cent of the respondents staying in vacation cottages, whereas in Saskatchewan some 10 per cent used this type of accommodation. In all other provinces less than 10 per cent of the respondents used this type of accommodation. With the exception of the Yukon Territory, more persons camp out in Alberta and British Columbia than in any other province. In 1957 some 12 per cent camped out in Alberta and 9 per cent in British Columbia as compared with 16 per cent and 12 per cent, respectively, in 1956. However, the proportion is somewhat lower when the sample is weighted for seasonal trends. The trailer coach follows a similar pattern being more popular in Alberta, British Columbia and Saskatchewan, respectively, than in other provinces.

On a provincial comparison there appears to be more variation in the proportion of respondents staying with friends or relatives than for other types of accommodation. In Saskatchewan over 35 per cent of the visitors stayed with friends or relatives as compared with 33 per cent in Manitoba and 32 per cent in New Brunswick. The same provinces experienced a similar pattern in 1956, although the

percentages varied somewhat. Relatively few of the entries via Alberta stayed with friends or relatives while in Canada. The type of accommodation used, however, may be influenced to a degree by the type available in certain areas. As an example, the motel or motor court has, no doubt, developed more rapidly in some provinces than others and, being more readily available, may have encouraged more people to use this accommodation.

The approximate number of miles travelled in Canada was tabulated from the questionnaires received in the special survey. Americans reporting 2 days stay in Canada during 1957 travelled approximately 237 miles per trip. The average mileage reported in the first quarter was 176 miles per trip; this increased somewhat in the second quarter and reached a maximum of 283 miles per trip in the third quarter. Respondents staying 3 days or more in Canada reported travelling 697 miles per visit as compared with 785 miles in 1956. The 1956 data, however, represent third quarter travel since the questionnaires were sent out in July and August. During the third quarter of 1957 the average trip consisted of 778 miles in Canada, a slight decrease from the average in 1956.

Tabulation of the mileage in Canada according to purpose of trip reveals that persons reporting "Other" reasons for Canadian travel covered approximately 1,761 miles. A substantial number of these people were in transit to or from the United States and Alaska. Americans entering Canada for the purpose of shopping reported trips of only 318 miles and those coming to visit friends or relatives travelled some 490 miles. These people apparently travelled direct to their destination by the shortest route possible. Respondents coming to Canada on business travelled 661 miles, and persons on recreation some 725 miles in the year 1957.

A comparison of the mileage travelled in Canada according to destination by province of entry shows that for the year 1957, respondents who reported destinations within the province of entry travelled 537 miles, while respondents entering by one province but proceeding to destinations in another province travelled 1,442 miles. Motorists destined to British Columbia reported the shortest trips of all provinces, namely some 455 miles. Motorists entering via ports within the province averaged some 362 miles but, on the other hand, those entering through other provinces averaged some 2,112 miles to reach their destinations. On the whole, trips in Ontario averaged 578 miles. However, persons who entered through ports in the province covered 562 miles, whereas entrants from other provinces averaged 1,045 miles per trip. Travellers in transit to or from Alaska reported the longest trips, some 3,210 miles, although visitors to the province of Newfoundland travelled 2,955 miles. Visitors to Prince Edward Island averaged 1,422 miles per trip in Canada,

whereas visits to the province of Nova Scotia averaged 1,372 miles per trip. Respondents entering Nova Scotia via the ferry at Yarmouth travelled 899 miles in Canada, on the other hand, respondents proceeding to Nova Scotia from other provinces covered some 1,618 miles. Americans giving destinations in Alberta reported trips averaging 1,189 miles. Those who entered Canada through ports in the province travelled 990 miles, the longest trip involved when the destination was within the province of entry. Visitors entering via ports in other provinces travelled 1,434 miles to reach their destinations in Alberta. Respondents giving destinations in the provinces of New Brunswick and Quebec reported approximately the same number of miles per trip as the average for Canada (697 miles). At the same time, the mileage reported by the respondents going to Manitoba and Saskatchewan was somewhat higher than the average for Canada. The above comparisons apply to visitors staying 3 days or longer in Canada.

**STATEMENT 18. Average Mileage in Canada<sup>1</sup> as Reported by Motorists from the United States, by Destination and Province of Entry, Special Survey 1957**

Province of destination	Province of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Newfoundland .....	Newfoundland .....	—	—	—	—	—
	Other Provinces .....	2,500.0	2,200.0	3,026.5	3,050.7	2,955.3
	Canada .....	2,500.0	2,200.0	3,026.5	3,050.7	2,955.3
Prince Edward Island .....	Prince Edward Island .....	—	—	—	—	—
	Other Provinces .....	1,564.2	2,069.1	1,422.0	1,160.7	1,421.5
	Canada .....	1,564.2	2,069.1	1,422.0	1,160.7	1,421.5
Nova Scotia .....	Nova Scotia .....	650.0	608.6	1,009.3	615.8	899.1
	Other Provinces .....	1,360.0	1,414.7	1,658.0	1,557.2	1,618.0
	Canada .....	1,064.1	1,088.2	1,440.3	1,241.9	1,371.7
New Brunswick .....	New Brunswick .....	365.4	381.0	674.5	433.3	547.6
	Other Provinces .....	1,750.0	446.4	1,527.6	2,320.5	1,559.5
	Canada .....	438.3	384.2	848.6	518.0	684.1
Quebec .....	Quebec .....	311.8	390.7	570.4	354.2	471.1
	Other Provinces .....	981.4	936.2	1,143.9	1,001.0	1,115.3
	Canada .....	483.7	413.4	841.8	524.5	709.2
Ontario .....	Ontario .....	540.6	476.8	597.3	532.6	562.2
	Other Provinces .....	1,070.5	949.3	1,079.2	1,000.3	1,045.3
	Canada .....	554.6	490.7	613.6	549.7	578.0
Manitoba .....	Manitoba .....	395.9	359.8	553.9	537.6	489.9
	Other Provinces .....	1,500.4	1,728.0	1,153.8	2,243.7	1,344.8
	Canada .....	616.8	584.3	773.3	901.8	738.3
Saskatchewan .....	Saskatchewan .....	1,047.4	798.4	881.6	599.2	839.3
	Other Provinces .....	1,304.2	1,729.6	1,629.9	1,415.7	1,570.8
	Canada .....	1,206.8	1,100.4	1,109.3	940.7	1,092.0
Alberta .....	Alberta .....	719.9	903.0	1,024.8	897.1	990.5
	Other Provinces .....	1,184.1	1,347.7	1,518.8	1,159.0	1,434.4
	Canada .....	961.3	1,091.5	1,235.1	1,050.1	1,189.3
British Columbia .....	British Columbia .....	251.1	316.9	406.8	351.1	362.0
	Other Provinces .....	1,452.8	1,764.8	2,028.3	3,798.4	2,112.1
	Canada .....	273.8	338.3	536.6	454.8	454.9
Alaska (in transit to or from) .....		2,480.4	2,559.9	3,758.1	2,552.8	3,209.8
<b>Canada<sup>2</sup> .....</b>		<b>531.0</b>	<b>511.2</b>	<b>777.9</b>	<b>644.9</b>	<b>697.0</b>

1. Questionnaires reporting 3 days or more in Canada.

2. Includes vehicles destined to Yukon Territory.

Seasonal differences were noted in the number of miles travelled per visit. During the first quarter of 1957 Americans visiting Canada averaged approximately 531 miles per trip. Persons who reported destinations within the province of entry travelled 416 miles, whereas visitors entering via ports in other provinces travelled 1,228 miles. In the second quarter an average of 511 miles per trip was reported. Respondents entering Canada through ports in one province and proceeding to another covered some 1,500 miles, while trips within the province consisted of 443 miles. As would be expected, visits during the third quarter involved more travelling in Canada. The average trip in the period from July to September inclusive covered 778 miles in Canada. Americans en route to destinations in provinces other than that of entry travelled 1,453 miles, somewhat lower than in the second quarter, nevertheless more than the average for the year, 1,442 miles. Respondents travelling to destinations within the province of entry travelled an average of 597 miles. Fourth quarter trips involved some 648 miles, an average less than the previous quarter but approximately 100 miles longer than trips taken in the first half of the year.

Expenditures, as reported by persons staying 3 days or longer in Canada, showed considerable variation according to purpose of trip. Unlike the previous survey, persons reporting education as the purpose of visit also reported higher expenditures per visit than any of the other categories. This would indicate that a higher percentage of this group may have been persons receiving technical or university training rather than specifying education in the broad sense of the word. Persons on business also reported high expenditures, followed by persons travelling for recreation. Persons visiting friends or relatives reported the lowest expenditure per trip, probably on account of a smaller outlay for accommodation. On a quarterly basis the aggregate according to purpose of visit was highest in the last quarter, lowest in the second quarter with little change in the first and third quarters.

Respondents were also asked to give the approximate breakdown of expenditure on the following items: transportation, food and beverages, lodging, handicrafts and souvenirs, other merchandise and a sixth item to include expenditure not already specified. Final tabulation of the forms giving a breakdown on expenditures showed that between 31 and 32 per cent of each dollar went for food and beverages which is practically the same as the two previous surveys. Over 23 per cent of each dollar went for lodging and 16 per cent for transportation costs, virtually unchanged from the previous survey. Some 7 per cent of the travel dollar went for handicrafts and souvenirs in 1957 as compared with 8 per cent in 1956 and 7 per cent in 1955. The same proportion of the travel dollar went for other merchandise in each of the surveys, namely 12 per cent. About 10 per cent of the expenses were not specified in 1957 as compared with 9 per cent in 1956. It is interesting

to note that the breakdown of the travel dollar, as reported by respondents during the past three years, has been practically unchanged.

The breakdown of expenditures was influenced to some extent by purpose of visit. Persons on business spent a higher proportion on lodging, food and beverages but less on handicrafts and other merchandise than the aggregate of all purposes. Shoppers, on the other hand, allocated about 54 per cent of their expenditures for merchandise and 12 per cent for handicrafts and souvenirs which is much higher than the aggregate, but only 5 per cent for transportation, 10 per cent for lodging and 12 per cent for food and beverages, a much lower figure than the general average. The breakdown of the dollar as given by persons on recreation compared more closely with the general average than the other categories. Persons visiting friends or relatives spent more of their dollar for transportation, merchandise, handicrafts and souvenirs but less on lodging, food and beverages than the aggregate. Persons staying less than 3 days in Canada spent a higher proportion of their dollar on merchandise, handicrafts and souvenirs but, as might be expected from the length of stay, a smaller percentage went for transportation, lodging, food and beverages. The breakdown of expenditures by quarters followed the yearly pattern quite closely with seasonal variations being minor in their nature.

Considerable variation appeared in the answers to the question on destination according to province of entry. The geographical distribution established for each province in 1956 was maintained in the mailing list for 1957. In addition to the geographical distribution, a seasonal distribution according to volume of traffic was attempted in 1957. The seasonal distribution may have been responsible for some of the variations from the previous survey but should be more representative of the yearly data on behaviour of foreign automobile traffic in Canada. Data on destination compiled from the survey in 1957 are restricted to the traffic staying 3 days or over in Canada as it is assumed that a very high percentage of the one and two-day entries would remain within the province of entry. Data presented in Statement 19 showing destinations beyond the province of entry do not necessarily bear a close relation to the proportions of expenditures or duration of visits covered because of the great diversity of routes and varying circumstances involved. On a quarterly basis motorists appeared more inclined to travel beyond the province of entry in the third quarter. In the aggregate for Canada some 86 per cent of the respondents gave destinations within the province of entry during the first quarter, 93 per cent were destined to areas within the province of entry during the second quarter, 79 per cent in the third and 82 per cent in the fourth quarter. When the four quarters are summarized for the year about 82 per cent of the respondents reported their destination to be in the same province as that of entry into Canada.

**STATEMENT 19. Destination Reported by Motorists from the United States After Remaining Three Days or Over in Canada, Special Survey 1957**

Province of destination in Canada	Province of entry into Canada								
	Nova Scotia	New Brunswick	Quebec	Ontario	Mani- toba	Saskat- chewan	Alberta	British Columbia	Yukon Territory
	%	%	%	%	%	%	%	%	%
Newfoundland .....	0.87	0.65	—	0.01	—	—	—	—	—
Prince Edward Island .....	5.39	9.97	0.16	0.10	—	—	—	—	—
Nova Scotia .....	78.26	32.40	0.95	0.61	—	0.26	—	0.02	—
New Brunswick .....	7.31	39.98	0.74	0.24	—	—	—	—	—
Quebec .....	6.61	14.16	89.30	11.62	0.42	—	0.25	0.10	—
Ontario .....	1.39	2.84	8.61	86.06	8.55	0.76	0.59	0.25	—
Manitoba .....	—	—	0.08	0.80	70.59	3.56	1.01	0.35	—
Saskatchewan .....	—	—	—	0.08	9.24	74.55	2.34	0.68	—
Alberta .....	—	—	0.04	0.25	5.32	15.01	73.37	10.99	—
British Columbia .....	0.17	—	0.12	0.19	4.48	3.56	12.89	83.78	0.88
Yukon Territory .....	—	—	—	0.01	0.42	0.26	0.17	0.18	8.77
In transit .....	—	—	—	0.03 <sup>1</sup>	0.98 <sup>1</sup>	2.04 <sup>1</sup>	9.38 <sup>1</sup>	3.65 <sup>1</sup>	90.35 <sup>2</sup>
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

1. In transit to Alaska.

2. In transit to United States.

As in 1956, the province of destination as reported by the majority of the questionnaires, with the exception of New Brunswick, was within the province of entry. Nearly 40 per cent of the persons entering through ports in New Brunswick reported destinations within that province. This is an increase of more than 12 per cent in the number of persons remaining within the province as compared with the 1956 survey. Some 32 per cent of the respondents continued on to Nova Scotia, 10 per cent to Prince Edward Island, 14 per cent to Quebec and 3 per cent to Ontario. The ferry service from Bar Harbour, Maine, to Yarmouth, Nova Scotia, which started in 1956, made it possible for automobiles to enter Nova Scotia direct from the United States and this may have affected the provincial distribution in the Maritime Provinces. Of the respondents entering Nova Scotia via the ferry service, some 78 per cent reported destinations in the province, nearly 1 per cent continued on to Newfoundland, 5 per cent to Prince Edward Island, 7 per cent to New Brunswick, 7 per cent to Quebec and about 1 per cent to Ontario. In the first quarter all questionnaires showing Yarmouth as the port of entry gave destinations in Nova Scotia, in the second quarter 95 per cent reported destinations in the province, in the fourth quarter 90 per cent, while in the summer months only 74 per cent remained within the province. During the third quarter about 1 per cent of the respondents entering Canada via Yarmouth continued on to Newfoundland, 7 per cent went to Prince Edward Island, 9 per cent to New Brunswick, 8 per cent to Quebec and about 2 per cent to Ontario. In the first quarter of 1957, some 47 per cent of the respondents entering through ports in New Brunswick reported destinations in the province, 58 per cent in the second quarter, 31 per cent in the third and 57 per cent in the fourth quar-

ter. This would indicate that data on destination tabulated from surveys taken in the third quarter should not be taken as representative of the year for New Brunswick. Of the persons, who entered Canada via New Brunswick ports on their way to destinations in other provinces, the greatest number proceeded to Nova Scotia. In the first quarter 25 per cent proceeded to destinations in Nova Scotia, in the second quarter only 19 per cent, in the third quarter 36 per cent and in the last quarter 28 per cent. Here, again, it is evident that provision for seasonal trends should be made in surveys to determine provincial destinations by province of entry.

The 1957 survey shows that 89 per cent of the respondents entering through Quebec gave destinations within that province. On a quarterly basis the percentage of respondents reporting destinations within the province was lower in the third quarter than in the other quarters of the year, reflecting a seasonal trend which may have been partially responsible for the higher percentage of destinations within the province in 1957 as compared with 1956. In the first quarter of the year, with many of the ski resorts operating, some 96 per cent of the respondents gave destinations within the province; likewise in the fourth quarter with winter setting in some 92 per cent of the entries reported destinations within the province. The number of entries in Quebec who reported destinations in Ontario remained fairly constant but the seasonal distribution was more pronounced in the number reporting destinations in New Brunswick.

Some 86 per cent of the respondents entering through Ontario reported destinations within the province; nearly 12 per cent proceeded on to Quebec

and less than 1 per cent to Nova Scotia and a similar number to Manitoba. A small number of persons entered through Ontario ports and then proceeded to destinations in the remaining provinces and also a few were in transit to Alaska. In the second quarter 98 per cent of the entrants reported destinations in Ontario and only a few went on to other provinces. The other three quarters followed a pattern somewhat similar to that appearing for the year. Although Statement 19 indicates that on a percentage basis Ontario stands to gain from the exchange of traffic, if the survey is representative, Quebec actually receives more vehicles entering through Ontario than Ontario receives as entries through Quebec. Applying the data from Statement 19 to the number of entries staying 3 days or over, it would appear that Quebec drew more travellers from Ontario and New Brunswick than it lost to either of these provinces.

Between 70 and 71 per cent of the visitors entering through ports in the province of Manitoba gave destinations within the province; 9 per cent were destined for Ontario and an additional 9 per cent for Saskatchewan; 5 per cent to Alberta, 4 per cent to British Columbia; a few to Quebec and the Yukon Territory and 1 per cent were in transit to Alaska from the United States. Seasonally, the number entering through ports in Manitoba with destinations in the same province varied considerably. In the first quarter 74 per cent stayed in Manitoba, in the second quarter 84 per cent, in the third 64 per cent and in the fourth 79 per cent. Although 9 per cent of the respondents entering through ports in Manitoba proceeded to destinations in Ontario and less than 1 per cent of the entries through Ontario gave destinations in Manitoba, if the number of vehicles is considered, indications are that more vehicles travelled from Ontario to Manitoba than in the opposite direction although percentages tend to give a different impression.

In 1957 nearly 75 per cent of the visitors entering through Saskatchewan reported destinations in the province. However, seasonally this varied from a low of 59 per cent in the fourth quarter to a high of 87 per cent in the second. The yearly figures show 15 per cent of the traffic reported destinations in Alberta, 4 per cent in each of Manitoba and British Columbia and 2 per cent were in transit to Alaska.

Of the entries through Alberta 73 per cent gave destinations in that province; 13 per cent continued on to British Columbia; 2 per cent to Saskatchewan; 1 per cent to Manitoba; less than 1 per cent to each of Quebec, Ontario and the Yukon Territory; with 9 per cent in transit to Alaska.

When compared with the previous survey, there was an increase of 10 per cent in the number of entrants through British Columbia who reported destinations within the province. Close to 11 per cent continued on to Alberta, less than one per cent to each of the provinces of Quebec, Ontario, Manitoba, Saskatchewan and the Yukon Territory and approxi-

mately 4 per cent were in transit to Alaska from the United States. In the first quarter nearly 93 per cent of the American cars entering through ports in British Columbia reported destinations in the province, some 90 per cent stayed in British Columbia during the second quarter, while 80 per cent and 81 per cent remained in the province during the third and fourth quarters.

Some 90 per cent of the respondents entering Canada via the Yukon Territory were in transit from Alaska to the United States. The majority of the persons reporting in transit travel left Canada through ports in British Columbia and Alberta but a few also left through ports in Ontario, Manitoba and Saskatchewan.

The respondents were asked to note favourable and unfavourable impressions of their trip to Canada on the questionnaires. Nearly 82 per cent of the questionnaires offered favourable comments in 1957, whereas 18 per cent did not record favourable comments. About 38 per cent of the questionnaires made complaints of some kind and 62 per cent had no complaints to offer. In the third quarter of the year comments were more numerous as 85 per cent of the questionnaires offered favourable comments. At the same time, 41 per cent of the questionnaires had complaints to make, with many offering both favourable and unfavourable comments.

The nature of the complaints on the questionnaires varied somewhat according to the province of destination. However, of the 38 per cent recording complaints, nearly 29 per cent were criticizing the conditions of the roads. These complaints showed a very definite seasonal variation. In the first quarter 52 per cent of the complaints were about roads, in the second quarter 46 per cent, and in the third and fourth quarters 23 per cent. The majority of these were about the poor condition of the roads, but they also included comments about the length of construction projects and the carelessness of drivers. In 1956 some 42 per cent of the complaints were about road conditions, but in 1957 road conditions appear to have improved since the 1956 figure represents third quarter travel and only 23 per cent of the respondents commented unfavourably about roads in this quarter during 1957. Between 23 and 24 per cent of the complaints referred to the discount on the United States dollar and 9 per cent found our prices too high. Some 7 per cent disliked the food and restaurant service they received and a similar number found their accommodation inadequate. Between 2 and 3 per cent of the complaints had to do with fishing and 1 per cent complained about our service stations while another 1 per cent complained about lack of tourist information. On 20 per cent of the questionnaires with unfavourable impressions a wide variety of complaints was recorded but not of sufficient importance to list as a separate category.

Of the 82 per cent who offered favourable comments 30 per cent of the visitors remarked about the scenery of Canada and 27 per cent were impressed with the hospitality and courtesy they received.

More of the persons who visited Canada during the summer months commented favourably on the scenery, on the other hand, during the winter months the percentage of favourable comments on hospitality was highest. Nearly 8 per cent of the visitors noted that they had enjoyed fishing in Canada, especially in the second quarter of the year, when between 10 and 11 per cent commented about the fishing facilities. Nearly 12 per cent of the questionnaires found our

roads in good condition, between 4 and 5 per cent mentioned the beauty of our cities and towns, and 4 per cent were impressed with our restaurants. Some 4 per cent liked the accommodation they received and an additional 4 per cent commented on the churches, shrines and historical sites in Canada. Some 7 per cent of the favourable comments were of a miscellaneous nature and were not recorded in a separate category.

#### Distribution of Travel Expenditures by Residents of the United States in Foreign Countries

Expenditures on travel in foreign countries by residents of the United States reached a new high of \$1,950 million in 1957 according to the United States Department of Commerce. The new record represents an increase of 7.5 per cent over 1956 or some \$136 million. During the period of January to June inclusive, an increase of 6 per cent over 1956 was recorded. On the other hand, the increase was more pronounced in the last half of the year.

The new record of \$1,950 million includes \$578 million for transportation between the United States and foreign countries, of which some \$322 million was paid to United States ships and planes and the balance of \$256 million went to foreign carriers. The total amount accruing to foreign countries was some \$1,628 million, which means that after deducting transportation to foreign carriers the remaining \$1,372 million was disbursed within foreign countries. Comparable data for 1956 show \$1,513 million accruing to foreign countries, of which \$238 million went to foreign carriers for ocean transportation and \$1,275 million was spent in foreign countries. Payments to foreign carriers for transportation overseas advanced at about the same rate as expenditures in foreign countries, whereas during the previous three years payments for fares advanced at a rate more pronounced than expenditures within foreign countries due to a greater proportion of travel to more distant areas.

For the first time in several years United States expenditures on travel in Canada advanced at approximately the same rate as the expenditures in all foreign countries, namely 7.6 per cent. Data released by the United States Department of Commerce show that Canada and Mexico together received about one-half of the increase over 1956 in United States expenditures on travel abroad. In terms of United States dollars Canada received an additional \$24 million and Mexico an additional \$26 million as compared with 1956; percentage-wise the increase for Mexico amounted to 9.3 per cent. It is estimated that about two-thirds of the expenditures in Mexico were in towns close to the border although an expansion in direct air service resulted in an increase in traffic to the interior. As in 1956, Canada and Mexico each received the same proportion of the total United States expenditures on travel abroad, namely 25 per cent and 22 per cent, respectively. In terms of United States dollars Canada received \$340 million from United States travellers and Mexico \$305 million in 1957, compared with \$316 million and \$279 million

in 1956. Expenditures in Mexico were the result of some 38 million crossings in contrast to 28.7 million crossings into Canada, indicating lower expenditures per visit in Mexico.

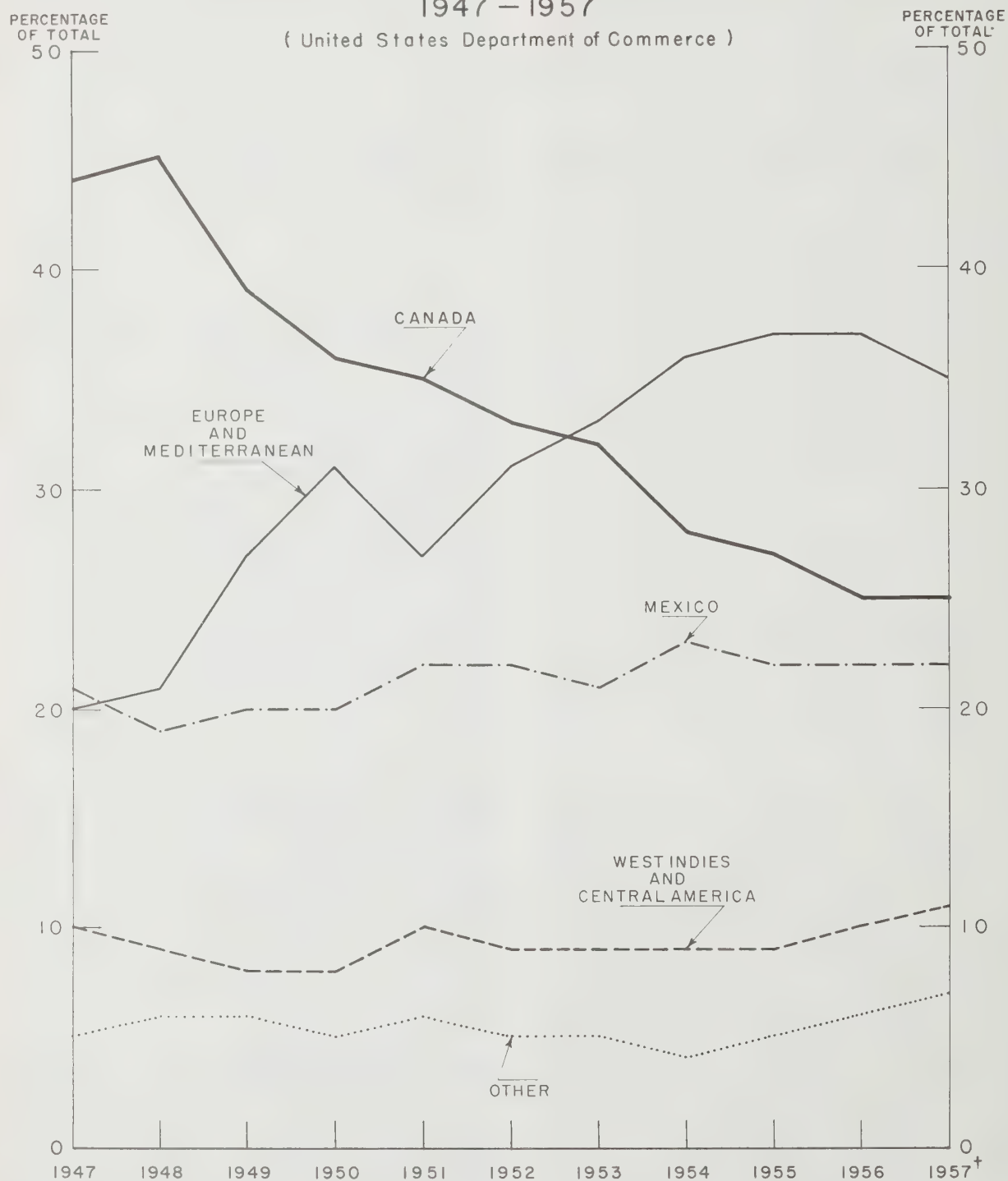
The main change in trend of United States travel to foreign countries occurred in Europe and the Mediterranean area. During the ten year period from 1946 to 1955 inclusive, the proportion of United States expenditures in this area advanced from 14 per cent in 1946 to 37 per cent in 1955. In 1956 the proportion was maintained at 37 per cent but in 1957 this area received about 35 per cent. The first significant change in five years appeared as a decline in average expenditure per visit for travellers in Europe during 1957 possibly due to the inauguration of short-stay excursions at reduced fares, thereby stimulating travel by a lower spending group. The United States Department of Commerce has estimated that, exclusive of transportation costs, Americans spent \$483 million in Europe and the Mediterranean area in 1957 as compared with \$473 million in 1956, an increase of \$10 million or about 2 per cent. A further breakdown by country of destination shows that Italy, France and the United Kingdom again received the greatest share of United States travel dollars. The United Kingdom received the same amount as in 1956 with an increase in the number of travellers offsetting a lower average expenditure per visit. The number of Americans visiting Italy and France showed a moderate increase in 1957 but this was more than offset by the decline in the average expenditure per visit. The increase in air travel to these countries resulted in relatively lower expenditures per capita. Travel payments to Germany are estimated at \$58 million and represent a greater increase than for other European countries. Average expenditure per visit to Germany was maintained and the number of visits advanced 9 per cent. Switzerland was the only country where the average expenditure per visit increased in 1957.

The volume of traffic from the United States to Europe and the Mediterranean area reveals a pattern somewhat different from that of expenditures. In 1957 some 556,000 Americans visited this area which represents an increase of about 7 per cent as compared with a 2 per cent increase in expenditures. The number travelling by ship decreased from 226,000 in 1956 to 205,000 in 1957. Air travel advanced by about 20 per cent during 1957 and accounted for some 63 per cent of the transatlantic trips. During the past year some 268,000 Americans

CHART - I

# DISTRIBUTION OF TRAVEL EXPENDITURES<sup>\*</sup> IN FOREIGN COUNTRIES BY RESIDENTS OF THE UNITED STATES 1947 - 1957

( United States Department of Commerce )



\* EXPENDITURES ARE EXCLUSIVE OF PAYMENTS TO OVERSEAS COUNTRIES FOR TRANSPORTATION TO AND FROM THE UNITED STATES

† DATA FOR 1957 ARE SUBJECT TO REVISION

visited Italy and spent \$93 million or an average of \$342 per trip. Corresponding data for 1956 revealed 259,000 visits and \$94 million in receipts. France received \$83 million from 321,000 Americans as compared with \$85 million from 300,000 travellers in 1956, and the United Kingdom received \$82 million from 294,000 Americans as compared with \$82 million from 279,000 visits in 1956. Average expenditures per visit were highest in Italy at \$342 per visit followed by \$311 for visits to Scandinavia. Lowest averages were reported by respondents who had visited Austria.

Travellers from the United States spent an average of \$1,533 each on their European trips, slightly less than the two previous years. Of this amount \$666 was spent for transportation between the United States and Europe and \$867 within the area. Travellers by sea averaged \$1,679 per person per trip composed of \$681 for transportation and \$998 in other expenditures, whereas air travellers averaged \$1,448 made up of \$658 in fares and \$790 for expenditures in Europe. Travellers born in the United States visited an average of four European countries on each trip in 1957, while travellers born abroad visited an average of two countries. Per diem expenditures of these two groups differed significantly, the higher averages of the former group reflecting a greater number of countries visited and a higher proportion staying in hotels or resorts rather than in private homes. Foreign-born residents accounted for 36 per cent of all Americans travelling in Europe compared with 37 per cent in 1956. Nearly two-thirds of the foreign-born Americans who went to Europe made the trip for family reasons or to visit their country of birth, 20 per cent went for pleasure, and 18 per cent went on business or combined business and pleasure. A much higher percentage of Americans born in the United States went to Europe for pleasure but only one-fourth as many went to visit friends or relatives.

A new record of \$153 million was spent in the West Indies and Central America by travellers from the United States. The new record represents an increase of \$19 million or 14 per cent higher than the estimate for 1956. The West Indies and Central America also improved their position in the aggregate somewhat, receiving 11 per cent of United States expenditures on travel in foreign countries. The rise in the Caribbean area was the result of an increase in the number of visits and higher average expenditures per visit as the length of stay was extended from 9 to 10 days. Expenditures in this area include \$11 million spent by cruise travellers on shore excursions. Over 75 per cent of the Caribbean travel was for pleasure, 14 per cent for business or business combined with pleasure, and 8 per cent was for other purposes principally family reasons. Eight out of every nine travellers made the trip by plane. Travel by air to this area has nearly doubled since 1953, whereas the use of other transportation has been practically unchanged. Nearly 30 per cent of the travel to the West Indies and Central America is in the first quarter of the year. Cuba received the largest amount of travel dollars of any country in

this area. Proportionately more Americans travel to Cuba for visits to friends or relatives than to any other country in the Caribbean. Average expenditures per visit were \$161, an increase of 12 per cent over 1956. The length of stay advanced from 7 to 8 days as many Americans were visiting friends in Cuba. Actually most persons visiting Cuba for other reasons stay 2 to 4 days. About \$58 million of the expenditures in this area went to the British West Indies which represents an increase of some 15 per cent. The increase can be traced to a rise in the number of travellers as the average per visit remained unchanged at \$209. Bermuda received \$28 million from United States travellers with the average per visit being \$266. Nearly all travel to Bermuda was for recreational purposes and the length of stay averaged 12 days for air travellers and 9 days for persons going by sea.

A reduction in air fares during recent years has stimulated travel to South America by residents of the United States. Expenditures in 1957 advanced at about the same proportion as the increase in the number of visits, namely about 28 per cent. More than half of the expenditures which amounted to \$37 million in 1957 are in Brazil and Venezuela. Expenditures in other areas are principally in the Far East where improved transportation facilities have encouraged visits to personnel of the Armed Forces stationed in Japan. Family visits accounted for 22 per cent of the travellers to that area as compared with 29 per cent of the visits to Europe. Nearly 45 per cent of the visits to the Far East were for pleasure, and 32 per cent went for business or a combination of business and pleasure. About 80 per cent of the travellers to this area used air transportation and the length of stay averaged over 2 months as compared with 52 days in Europe.

The Department of Commerce has estimated that the expenditures by foreign travellers in the United States advanced 10 per cent in 1957 to a new high of \$785 million. In addition to this amount United States carriers received \$84 million from residents of other countries for transportation between the U.S. and foreign countries. Residents of Canada accounted for more than half the receipts from foreign travel in the United States as they spent more than persons from all other foreign countries combined. As mentioned elsewhere in this report, the amount spent by residents of Canada on travel in the United States has the same effect on the balance of payments as imports of merchandise from that country.

Receipts from residents of the United States travelling in Canada, on the other hand, have the same effect as exports of commodities to that country. In 1957 receipts from United States travel in Canada were second only to the exports of newsprint paper valued at \$610,290,000. In 1956 a comparable relationship existed when the spread between travel and newsprint amounted to some \$307 million whereas in 1957 it was reduced to \$285 million. Canada received more from the sale of travel to residents of the United States than the combined ex-

ports of wood pulp, pulpwood, shingles, plywoods and veneers valued at \$311 million. More benefits are received from the sale of travel to residents of other countries than are often appreciated as travel is indirectly advantageous to many sections of the business and economic life of Canada.

Although the number of visits to Canada by residents of the United States exceeded visits of Canadians to the United States by 1.4 million or about 5 per cent, expenditures by Canadians in the United States exceeded expenditures of Americans in Canada by \$78 million or 24 per cent. From this it is apparent that average expenditures by Canadians in foreign countries are higher than non-

resident expenditures in Canada. In 1957 the average rate per person for visits lasting longer than 48 hours was \$77.84 for Canadians visiting the United States and \$56.17 for Americans visiting Canada. If all border crossings are treated as a unit regardless of length of stay, the average expenditure by Canadians each time they crossed the border was \$14.81. On the other hand, residents of the United States averaged \$11.37 each time they crossed the border into Canada. If expenditures are calculated on a per capita basis according to the population of each country, Canadians averaged \$24.21 per person for travel in the United States during 1957, whereas residents of the United States averaged \$1.91 per person for travel in Canada during the same period.

### Method of Compiling Data on International Travel

The system of recording the volume of international travel between Canada and other countries has been carefully developed over many years with minor revisions at certain periods to effect greater economy in the collection of basic data. Visits to Canada incorporate all types of non-immigrant travellers resident in other countries. They include persons travelling for holiday, vacation or health; whether paying for expensive accommodation or visiting friends or relatives; businessmen and officials; and the many re-entries of summer residents and commuters. They also include persons travelling in transit over the most direct route between two points in the United States irrespective of the type of transportation used. Visits may vary from a period of an hour or less to others extending for many months. "Tourists" in the more limited sense of the word are only a part of the great volume of traffic. Similarly all visits of a comparable nature are incorporated in compiling the number of visits to other countries by residents of Canada.

Where possible, classifications of traffic already in use by Canadian Customs and Immigration officials are employed and supplementary procedures are used where existing classifications do not provide a suitable breakdown of traffic. Immigration officials maintain separate records of direct arrivals from overseas countries according to country of last permanent residence. This permits a segregation of overseas travellers, most of whom stay for a month or more, from entries by residents of the United States whose visits are considerably shorter on average.

Similarly Immigration officials maintain records of residents of Canada returning directly from overseas countries apart from persons returning from visits to the United States. Persons returning from trips to overseas countries normally report longer visits and much higher expenditures than visitors to the United States, therefore, it is very important to maintain this segregation and apply suitable averages to the volume of each type of traffic.

Entries from the United States are classified by Immigration officials according to port of entry and type of transportation as follows: train, boat, through

bus, aeroplane and a residual classification which includes entries by automobile, commercial vehicle, local bus, pedestrians, etc. Automobile traffic is treated separately from the balance of the residual highway group and examined in detail. The automobile plays a very important part as a means of transportation between Canada and the United States. In 1957 approximately 80 per cent of the 28.7 million non-immigrant entries into Canada from the United States were in automobiles and 20 per cent used non-automobile transportation. Customs regulations require the use of a traveller's vehicle permit for all vehicles which remain in Canada longer than 48 hours or which travel beyond the jurisdiction of the port of entry. This document is completed in triplicate as the foreign vehicle enters Canada, the original being retained at the port of entry while the duplicate and triplicate copies are handed to the motorist as he begins his trip in Canada. The date and port of entry appear on all three copies and the duplicate and triplicate copies are surrendered by the motorist as he or she leaves Canada. The date and port of exit are stamped on the two copies, the duplicate copy being matched with the original at the port of entry as evidence that the vehicle has been exported, and the triplicate copy is mailed to the Dominion Bureau of Statistics for statistical purposes. The triplicate copy contains a question asking for a report of expenditures in Canada for all purposes; this answer, being voluntary, is given as the motorist leaves Canada when the information requested is still fresh in the mind. This document is a very beneficial source of statistical information as it is used by the most important of all types of traffic and in turn is subjected to a very thorough examination. Without this document it would be impossible to supply most of the information that is requested from year to year.

Principal items appearing on these forms, such as port of entry and exit, length of stay, state of origin, number of persons, etc., are transferred to mechanical tabulation cards by which a detailed analysis of this type of traffic is compiled. Heavy spending groups such as commuters and summer residents are separated and the appropriate reported rates of expenditure applied to each group according

to the volume. Statement 2 shows the wide variation in average expenditure rates for the various types of automobile traffic travelling on customs permits and the necessity of treating each group separately. The remaining permits are subjected to a further breakdown by which the large number of cars staying one or two days are handled separately from the smaller number which stay for longer periods. Well over half of the foreign automobiles travelling on customs permits come within the one and two-day class and the average expenditures for this group are of such a nature to necessitate treating each of the one and two-day groups separately from the group staying three days and over, in view of the volume involved. Average expenditure rates are compiled from the great volume of forms declaring their expenditure in Canada and tabulated on a provincial basis in order to estimate a figure as accurately as possible. Statement 3 reveals the necessity of treating each province individually. In 1957 the question on expenditures in Canada was answered on 1.4 million permits covering well over 4 million persons.

To supplement the information collected from the triplicate copies of travellers' vehicle permits a special survey is conducted by means of "mail questionnaires". Special forms are mailed to residents of the United States who have visited Canada during the year, requesting further detail such as destination in Canada, purpose of trip, number of days spent at destination and en route, what part of the vacation was spent in Canada, breakdown between adults and children, mileage in Canada, type of accommodation used, breakdown of the travel dollar and whether their impressions were favourable or unfavourable. Although the special survey is restricted to persons entering Canada in automobiles on travellers' vehicle permits it does apply to that segment of travel which contributes nearly half of our receipts from residents of the United States travelling in Canada. Although the "mail questionnaires" add information which is very useful to individuals or organizations interested in travel, it cannot be considered reliable as a source of some types of information such as expenditures in Canada. For example there is a major difficulty in obtaining a proper weighting of respondents according to length of stay in Canada described under "Special Survey of Non-Resident Travel Behaviour in Canada" and with the lapse of time since the visit, it would appear there is a tendency on the part of the respondents by "mail" to include all expenditures from the place of residence until their return rather than the portion applying to Canada only. For reasons such as these, the "mail questionnaires" are no substitute for the data on expenditures collected on the travellers' vehicle permits.

The remainder of the non-resident automobiles entering Canada referred to as the non-permit class are chiefly made up of local traffic. They do not require a customs permit but are restricted to travel within the jurisdiction of the port of entry and may not remain longer than 48 hours in Canada. The

volume of this type of traffic is heavy, accounting for 6.3 million vehicles and some 15.5 million persons in 1957. The rate of spending is low due to the short visit and local nature of the traffic and data on expenditures are compiled separately from the permit type. The number of non-permit vehicles is recorded each day by the Customs officers at all points of entry into Canada, and periodically throughout the year a sampling procedure is applied in order to obtain the average expenditure and number of persons per vehicle. The rates obtained from this sampling procedure, when applied to the volume of non-permit automobile traffic recorded each day, form the basis for estimates prepared on expenditures by residents of other countries travelling in Canada within this category.

Visitors from other countries using carriers other than automobile are classified by the type of transportation used to enter Canada. The United States Department of Commerce collects data on travel expenditures in Canada by residents of the United States on their return and this information is made available to the Dominion Bureau of Statistics. Declared expenditures are averaged according to type of transportation and province of re-entry to the United States. After the necessary adjustments are made to the figures on volume the rates obtained are applied to the appropriate number of persons re-entering the United States by rail, through bus, boat and plane.

Some of the adjustments which are necessary to the data on volume are as follows: nearly half of the non-residents entering Canada by rail are travelling in transit on American railroads following the short route between Detroit and Buffalo through south-western Ontario. In 1957 some 343,600 persons were within this category but their expenditures can be considered negligible as they have little or no opportunity to leave the train and spend money in Canada. Ferry traffic across rivers or other short distances of water between Canada and the United States is excluded from entries by boat. Data on the number of arrivals by boat consist principally of passengers carried by the ships operating between Vancouver-Victoria and Seattle on the Pacific Coast, entries to the Atlantic Provinces and certain points in Ontario but the latter are more seasonal in nature. Appropriate rates are used for each region according to the type of traffic with further refinements at ports admitting special traffic. Bus traffic is exclusive of local bus traffic between border communities such as the tunnel busses between Windsor and Detroit. Passengers travelling across southern Ontario have more opportunity to spend money than in transit rail passengers and are credited with spending a nominal rate much lower than the regular averages for bus traffic. A moderate number of persons entering in the Windsor-Fort Erie areas are considered as in transit between Detroit and Buffalo. With regard to plane traffic a small deduction is made for passengers flying in transit between the United States and Alaska. In transit

plane passengers are given a rate comparable to that used for in transit bus passengers but much lower than the rate used for the regular plane traffic. The remainder of United States residents travelling in Canada are grouped into a residual class called "Other Travellers". It includes persons proceeding on foot or by ferry, taxi, motorcycle, bicycle or local bus. This group is also treated separately and a special rate used as the average rate of expenditure per visit is much lower than other types of travel, with the possible exception of the in transit classifications.

The number of persons visiting Canada from overseas countries is small compared to the volume of traffic from the United States. The average duration of stay is much longer, however, than visits from the United States and the cost of ocean transportation involves substantial expenditures. Usually, between 35 and 45 per cent of the visitors from overseas countries arrive on Canadian carriers and international transportation costs paid to Canadian companies are included in the receipts of visitors from overseas countries. International transportation costs paid to foreign carriers are, of course, not included in the estimates of receipts from residents of overseas countries. Average expenditures of the visitors from overseas countries vary from a few hundred dollars for residents of the West Indies to more substantial amounts for residents of distant countries like Australia and New Zealand.

In attempting to estimate receipts from travel in Canada recognition must be given to the fact that our visitors vary from the casual trip of a resident in the United States who may walk across the border for an hour or less or cross from a border community for a short time, to the visit of a family spending two or three weeks vacation or persons who may spend several months in Canada. It has been established over many years that expenditures follow a definite pattern from year to year and vary according to type of transportation used, type of visitor, length of stay, etc. Consequently each type must be treated separately, as explained above, otherwise a simple average applied to such a heterogeneous mass of travellers would give a figure on travel expenditures that would be of little value. The various classifications each form a different proportion of the aggregate, therefore, it is very important that an average expenditure that is representative for the type of visitor be applied to the number of visits within each category. A simple average could be used only if the various classifications were homogeneous in their nature but this is not true of travel in Canada by residents of other countries. The more typical "tourists" spending summer vacations in Canada are only a part of these movements and average expenditures representative of their visits cannot be applied to the many other groups crossing the border.

In estimating expenditures on travel outside Canada by Canadians the principles involved are much the same as those described for estimating ex-

penditures on travel in Canada by residents of other countries. Records of all residents of Canada returning from visits to the United States are maintained separately from the numbers returning directly from visits to overseas countries. These records are broken down showing the number returning by the various types of transportation, and in the case of persons returning from visits to the United States the volume of traffic is heavy and of great diversity. The volume of automobile traffic is recorded daily by the Customs officers at all ports of entry according to length of stay abroad, and periodically a sampling procedure is applied in order to obtain the average expenditure and number of persons per vehicle. Around 77 per cent of the residents of Canada returning from visits to the United States use automobiles for transportation. The sampling of this group as conducted by the Customs officials is closely related to the length of stay outside Canada. A selection of Canadians returning by other types of transportation is sampled by means of a postcard questionnaire distributed at the border by Immigration officials. This questionnaire requests data on length of stay, port of entry into the United States and re-entry into Canada, number of persons, total expenditure outside Canada, and also the type of transportation used in order that the information compiled from this form may be applied to the proper classification. Additional information on the characteristics of Canadian travel in the United States is compiled from questionnaires mailed to a selected group of Canadians returning from the United States and overseas countries. In addition to other items of interest, persons selected for this survey are asked for the purpose of trip, destination in the United States, whether the trip was in transit through the United States to another province in Canada, cost of transportation apart from other expenses, point in Canada from which the trip originated and the total of all expenditures outside Canada.

Although the number of persons returning from visits to overseas countries amounts to a very small percentage of the total, this segment of traffic has become increasingly important during the past few years. The amount of money involved in Canadian travel to overseas countries is of greater importance than indicated by the number of visits. The average duration of stay is much longer than trips to the United States and the cost of ocean transportation involves substantial amounts. Travel to overseas countries via Canadian carriers, however, does not entail a payment for non-resident services and ocean transportation paid to such lines is not included in the estimates of Canadian expenditures in overseas countries. Transportation paid to foreign carriers, however, is included in the estimates of Canadian expenditures in overseas countries. In recent years between 40 and 50 per cent of the cost of ocean transportation goes to foreign carriers and is included in the estimates. Visitors to overseas countries who are sampled are asked to state whether they travelled overseas by air or steamship, also the name of the company supplying the accommodation to and from

North America. Persons selected for the samples are also asked to give the name of the countries visited and the approximate number of days stay and expenditures in each of the following areas: United Kingdom, Other European countries, Other British countries, Latin America, and elsewhere outside Canada. They are also asked to state the number of persons covered in the reply and whether adults or children, the purpose of visit and expenditures other than ocean transportation. Expenditures reported vary considerably according to the area visited, and

the appropriate averages are applied to estimates of the number of persons visiting each area as compiled from the sample. Similar to the traffic from other countries to Canada, Canadian visits to other countries show a wide variation and estimates based on a simple average for all visits would yield data that could be highly unsatisfactory. All types of travel do not account for the same proportion of the total, consequently the different categories must be examined closely and appropriate methods applied to yield a proper estimate.

### Canadian Travellers in the United States

Canadian travel to the United States reached an all-time record in 1957 although the rate of expansion was very moderate when compared with the trend of the two previous years. A total of 27.2 million re-entries by residents of Canada were reported by the Immigration officials during the year, which represents an increase of some 132,700 visits or about a half of one per cent over the previous year. In 1956 there was an increase of 9 per cent over 1955, or approximately 2.3 million crossings. During the first half of the year there was an increase of more than 4 per cent over the same period of 1956, but the rate of expansion tapered off considerably in the third quarter with little change from the same period of 1956 being recorded. This gradual diminishing in the third quarter was followed by a definite recession in the number of re-entries during the fourth quarter of the year. In the period of October to December inclusive, there was a decline of more than 6 per cent or some 377,800 fewer re-entries as compared with the same period of 1956. In recent years the expansion of Canadian travel to the United States has been more noticeable in the winter months, with such states as Florida and California becoming very popular vacation areas for many Canadians.

When the volume of traffic is examined according to the length of stay there is a noticeable change from the trend of the previous year. In 1956 most of the increase appeared in the short-term category where there was an expansion of 10 per cent, whereas in 1957 a slight decline amounting to about 23,900 re-entries was shown when compared with the previous year. In 1957 the expansion was in the long-term traffic amounting to an increase of some 156,600 visits. The advance in long-term re-entries in 1957 amounted to nearly 4 per cent over 1956 as compared with 0.5 per cent for long and short-term categories.

Expenditures by residents of Canada also reached a new record during 1957, when an estimated \$403 million was spent on travel in the United States. This new record represents an additional \$12 million or a 3 per cent increase over the previous record attained in 1956. Most of the increase appeared in the long-term category where an additional \$8 million or over 2 per cent was recorded. Short-term travellers spent an extra \$4 million during 1957, while percentage-wise the increase amounted to 7 per cent being much higher proportionately than the gain in long-term expenditures.

### STATEMENT 20. Expenditures of Canadian Travellers in the United States by Length of Stay, 1957

Mode of travel	Number of persons	Per cent of grand total	Expenditures <sup>1</sup>	Per cent of grand total
		%	\$	%
<b>Short-term traffic:</b>				
Motorists:				
24 hours or less .....	16,929,300	62.22	31,502,900	7.82
Over 24 hours and under 48 hours .....	1,016,300	3.74	11,816,500	2.93
Rail in transit .....	6,100	0.02	—	—
Other travellers (pedestrians, local bus etc.) .....	4,824,200	17.73	14,633,700	3.63
<b>Total .....</b>	<b>22,775,900</b>	<b>83.71</b>	<b>57,953,100</b>	<b>14.38</b>
<b>Long-term traffic:</b>				
Motorists—48 hours and over .....	3,113,000	11.44	168,921,300	41.91
Rail .....	438,900	1.61	60,567,500	15.03
Through bus .....	453,700	1.67	40,123,600	9.95
Aeroplane .....	332,700	1.22	70,275,200	17.44
Boat .....	95,200	0.35	5,213,600	1.29
<b>Total .....</b>	<b>4,433,500</b>	<b>16.29</b>	<b>345,101,200</b>	<b>85.62</b>
<b>Grand total .....</b>	<b>27,209,400</b>	<b>100.00</b>	<b>403,054,300</b>	<b>100.00</b>

1. Subject to revision.

Canadians in the long-term category spent an average of \$77.84 per visit in the United States during 1957 as compared with \$78.79 per visit in 1956. In the short-term category Canadians spent \$2.54 per visit during 1957 as compared with \$2.37 in 1956. If the long-term and short-term categories are taken as a unit, Canadians spent an average of \$14.81 on each visit to the United States during 1957, which is between 2 and 3 per cent higher than the average of \$14.44 shown in 1956. On a per capita basis, residents of Canada spent \$24.21 per person for travel in the United States during 1957, an amount practically unchanged from that of the previous year. This represents a higher figure than the average per visit since, besides the effect of commuters, there are many Canadians who make several trips to the United States in a year. In each case, the Canadian averages are much higher than the corresponding rates for United States visitors to Canada.

Summarizing travel by Canadians in the United States we find a decline of 0.1 per cent in the volume of short-term visits, yet the expenditures of this group advanced about 7 per cent due to higher averages per visit. Long-term traffic, on the other hand, advanced nearly 4 per cent in the number of visits, moreover, expenditures in this category advanced between 2 and 3 per cent, due mainly to lower averages for persons returning by bus and plane.

The amount spent on travel in the United States has the same effect on Canada's balance of international payments as the commodities imported from that country. As an indication of its relative importance, the amount of travel that Canadians "purchased" from the United States in 1957 was second only to the imports of non-farm machinery valued at \$552 million. Furthermore, the amount spent on travel was greater than the \$310 million expended on importing automobiles and parts; or again, payments to the United States for travel far exceeded the combined values of all the coal, fuel oils, gasoline, other petroleum products and fuels purchased from that country during 1957.

Included in the amount spent by Canadians in the United States are the purchases of merchandise while travelling. Declarations made under the \$100

customs exemption privilege totalled \$74 million in 1957, an increase of \$1.4 million or about 1 per cent when compared with the previous year. In 1956 the annual rate of increase for this item amounted to 5 per cent. The proportion of the Canadian travel dollar being used for the purchase of merchandise by Canadians while travelling in the United States has gradually diminished during the past few years. In 1957 some 18 per cent of the expenditures in the United States went for the purchase of merchandise, compared with 19 per cent in 1956 and 1955. In 1954 nearly 21 per cent was used for this purpose, and in 1953 over 23 per cent of the Canadian travel dollar went for the purchase of merchandise.

Prior to June 1953 all goods imported under the \$100 customs exemption privilege were recorded in a breakdown of seven items, namely: automobile accessories, automobile tires and tubes, boots and shoes, clothing, radio sets, household appliances and furnishings, and other tourist purchases. Beginning in June 1953 it was necessary to group these items into one account in order to conserve clerical and machine time. During February 1958, goods imported under the \$100 customs exemption privilege (Tariff Item 703b) were classified in detail to determine whether the commodity distribution had changed significantly. This investigation indicated that tourist imports have changed little during the intervening years. It would appear that there has been a reduction in the proportion of radio sets, and small increases in the proportionate expenditure on boots and shoes and "other tourist purchases". Although February results in the past were not completely typical of the year as a whole, the annual pattern may not be very different from the following percentages typical of the early 1950's: automobile accessories 1.0, automobile tires and tubes 0.7, boots and shoes 8.2, clothing 46.7, radio sets 3.7, household appliances and furnishings 13.0, and other tourist purchases 26.7. The changes indicated in February 1958 suggest that it might be preferable to make minor adjustments to these proportions. This would increase the boots and shoes to about 9 per cent, reduce radio sets to about 2 per cent and add about 0.9 per cent to the "other tourist purchases" proportion.

#### Canadian Travel in the United States by Type of Transportation

The automobile was used as a means of conveyance by more persons returning from visits to the United States in 1957 than all other types of transportation. During the year the number of persons returning in automobiles totalled more than three times the number returning by all other types of transportation. On a comparative basis the number returning by automobile in 1957 amounted to roughly 77 per cent of the total, leaving 23 per cent returning by all other means of transportation; whereas in 1950 less than one-half of the residents

of Canada returning from visits to the United States were in automobiles and 52 per cent used other means of transportation. During the period of 1950 through 1957, automobile registrations have advanced more rapidly than the rate of increase in population. In 1950 the total passenger car registrations numbered 1,906,927, or one automobile for every 7.3 persons residing in Canada. Consequently with the number of registrations progressing more rapidly than the increase in population, the number of registrations in 1957 amounted to 3,375,297 or

one automobile for every 4.9 persons. Although the number of automobiles per capita of population has advanced considerably during the past few years and, no doubt, has contributed to the apparent popularity of this type of transportation, the number of Canadian automobiles returning after visits to the United States has gained momentum more rapidly than the number of registrations in Canada.

The present procedure of classifying the length of visit by Canadian automobiles returning from the United States segregates the visits into three divisions, namely: 24 hours or less, over 24 hours and under 48 hours, and 48 hours and over. This has the effect of placing all purchases of merchandise declared under the \$100 customs exemption privilege in the long-term classifications. Vehicles returning from abroad after visits lasting more than 24 hours and less than 48 hours are included in the short-term classification as shown in Statement 20. In 1957 re-entries from the United States of automobiles registered in Canada amounted to some 7.8 million, an increase of 385,200 visits or about one half of one per cent. The advance in the number of automobiles returning was somewhat heavier in the short-term category where a gain of 5 per cent was recorded, as compared with a 4 per cent gain in the long-term classification. The increase in the short-term classification amounted to 340,600 visits during the year, with 37 per cent of this gain appearing in the first quarter, 42 per cent in the second quarter, and 20 per cent and 1 per cent in the third and fourth quarters, respectively. A direct comparison of this category by quarters with 1956 revealed a gain of 11 per cent in the first quarter, 9 per cent in the second quarter, 3 per cent in the third quarter and 0.3 per cent in the fourth quarter. The trend for the long-term traffic followed a somewhat similar pattern. A comparison with the previous year shows a gain of 16 per cent in the first quarter and 13 per cent and 2 per cent in the second and third quarters. In the fourth quarter there was a decline of 5 per cent, or some 11,400 vehicles when compared with the same period of 1956.

The outlay for travel in the United States by Canadians using automobiles for transportation advanced more rapidly than the change in volume would indicate. Although there were 5 per cent more visits recorded for the automobile classification as compared with 1956, the amount spent by this group outside Canada was approximately 16 per cent higher than the previous year, due to the higher average expenditures per visit in each classification. The increase in the number of visits was slightly heavier in the short-term category during the year, but the proportion of the total which the short-term visits represented remained fairly constant. Short-term visits of 24 hours or less averaged about \$5 per trip during the year, while visits in the category over 24 hours and under 48 hours averaged nearly \$34 per visit. If all automobiles under 48 hours are treated as a unit the average expenditure per visit amounted to nearly \$6.50 as compared with \$6.00 in 1956, with the average per

visit being higher in each of the four quarters. The average expenditure per visit for long-term traffic showed a moderate gain over the previous year. During the first quarter of the year there was an increase of about 17 per cent in the volume of traffic, whereas expenditures were 21 per cent higher for the period due to higher averages per trip in addition to the heavier volume. In the second quarter, while the volume was about 13 per cent heavier, the rise in expenditures was roughly 11 per cent higher as the average expenditure per visit declined slightly when compared with the same period of 1956. During the third quarter, volume and expenditures were between 2 and 3 per cent heavier as the average per visit was practically unchanged. In the fourth quarter of the year the number of re-entries declined some 5 per cent but once again higher averages per visit resulted in the expenditures being only 3 per cent lower.

A more detailed analysis of Canadian automobile traffic by length of stay is presented in Tables 8 and 8A similar to the analysis appearing in Tables 1 and 1A of foreign automobiles travelling in Canada on travellers' vehicle permits. The analysis made on foreign automobiles, however, does not include the numerous local visits by non-permit cars from the United States which normally stay for less than one day. In 1957 nearly 82 per cent of the Canadian automobiles travelling in the United States returned within 24 hours and 86 per cent re-entered within 48 hours. The number of foreign automobiles in each classification appearing in Tables 1 and 1A declines fairly steadily as the length of stay increases, but the number of Canadian automobiles in each classification does not show a uniform decline with longer visits. Canadian automobiles continue to show a concentration in the 7 day, 14 day and 21 day groups, indicating possible vacations in the United States of one, two or three weeks duration.

Table 11 shows the number of Canadian automobiles returning to Canada classified by length of stay and province of re-entry. Data appearing in the tables showing the length of stay in detail are estimated on the basis of a sample which may explain the reason for nil recordings in some categories.

Although there was an increase of nearly \$15 million in the amount spent in the United States by Canadians returning in automobiles, the aggregate for all types of transportation was about \$12 million higher due to a decrease in the amount spent by persons using non-automobile transportation. Persons using non-automobile transportation spent about \$191 million in 1957 as compared with nearly \$194 million in 1956, a decrease of nearly \$3 million or between 1 and 2 per cent. The decline in the volume of traffic in the non-automobile classifications was more pronounced and amounted to 11 per cent. The length of visit reported by persons using non-automobile transportation was nearly 2 per cent less when compared with 1956.

**STATEMENT 21. Expenditures of Canadian Travellers in the United States by Types of Transportation Used to Re-Enter Canada, 1953-1957**

Type of transportation	1953	1954	1955	1956	1957 <sup>1</sup>
	(\$ Millions)				
Automobile .....	133.0	147.4	178.2	197.4	212.3
Train .....	61.6	65.4	66.3	64.3	60.6
Boat .....	5.1	5.7	5.1	4.9	5.2
Bus (exclusive of local bus) .....	45.9	44.1	46.1	41.9	40.1
Aeroplane .....	39.9	39.9	52.7	66.4	70.3
Other (pedestrians, local bus etc.) .....	21.8	17.5	14.4	16.1	14.6
<b>Total .....</b>	<b>307.3</b>	<b>320.0</b>	<b>362.8</b>	<b>391.0</b>	<b>403.1</b>

1. Subject to revision.

Canadians returning by rail spent less in the United States than during the year before due to a decrease of nearly 9 per cent in the number of re-entries. When compared with the previous year, the decline in the number of re-entries was heaviest in the last quarter of the year, more moderate in the second and third quarters and practically unchanged in the first quarter. The average expenditure per visit was 9 per cent lower in the first quarter, 21 per cent higher in the second quarter, 1 per cent lower in the third quarter and 3 per cent lower in the fourth quarter, but the over-all average for the year showed a 3 per cent increase over 1956. The length of stay in the United States reported by returning rail passengers advanced from 10.8 days in 1956 to 11.6 days in 1957 and this may have influenced the average expenditure per visit.

Canadians returning by bus curtailed their expenditures by about 4 per cent when compared with the previous year. The number of visits advanced about 4 per cent, due mainly to the rate of increase in the first and last quarters. The volume in the second quarter was practically unchanged and a very moderate increase appeared in the third quarter. The average expenditure per visit was about 8 per cent lower, attributable to substantially lower averages in the first quarter. The rate of decline diminished in each of the succeeding quarters of the year. Shorter visits were reported by bus passengers during the past year, a trend that is reflected in the average expenditure per visit.

Travel by plane continued to expand in the past year with an increase of 11 per cent in volume being recorded. The number of re-entries advanced some 17 per cent in the first and third quarters, 3 per cent in the second quarter and 8 per cent in the fourth quarter. Expenditures reported by plane travellers advanced more moderately than the number of visits owing to lower averages per visit. The decrease in the amount spent per visit was more pronounced in the first and third quarters when the expansion of volume was more noticeable, but was practically unchanged in the fourth quarter, whereas the average for the year was about 5 per cent lower than in 1956. The average length of visit was also about 5 per cent less in 1957.

There was a decline of nearly 3 per cent in the number of persons returning by boat in 1957 but higher average expenditures per visit, particularly in the second and third quarters when the volume of traffic is heaviest, were responsible for an increase of nearly 6 per cent in boat expenditures for the year. The average expenditure per visit was nearly 9 per cent higher in 1957 and the length of visit was extended about 5 per cent.

Border crossings in the residual classification referred to as "Other Travellers" declined about 14 per cent during the past year but higher average expenditures per visit held the aggregate for this group to within 9 per cent of the total for 1956. The average expenditure per visit was higher during the first three quarters of the year but slightly lower during the fourth quarter.

**Special Survey of Canadian Travel Behaviour in the United States**

In addition to the information that is collected at the border points from Canadians on their return to Canada, a "mail questionnaire" is used to supplement data. This questionnaire queries the persons selected for the sample on the length of stay in the United States; the type of transportation used in travelling; the amount of money spent in the United States; the main purpose of the trip; port of

entry into the United States, port of re-entry into Canada and the state of destination in the United States. The special survey has been very useful in providing additional information on the characteristics of Canadian travel to the United States. It must be remembered, however, that the data collected in this manner tend to be more representative of long-term travel than of the large volume of

short-term travel. The characteristics which are outlined in the description of this survey should, therefore, be judged in this light and not used to generalize statistics on the complete flow of Canadian travel to the United States.

To determine the purpose or purposes of the trip, the questionnaires were tabulated in three different ways: the aggregate of all questionnaires showing purpose of visit; those reporting one reason only; those accounting for two or more reasons for the trip. In making comparisons on the average length of stay and average expenditure per person according to the purpose of visit, however, only questionnaires reporting one reason were used.

A summary of compilations made from all the questionnaires reporting purpose of visit indicated that 39.5 per cent checked recreation most frequently, compared with 38.5 per cent travelling for recreation in 1956. In 1957 some 33 per cent of all persons reported visiting friends or relatives as the purpose of trip, compared with 29.6 per cent in 1956. Shopping did not attract as many persons to the United States in 1957 but more persons went for business during the past year. There was little change in the number reporting education as the purpose of trip but the percentage reporting miscellaneous reasons for the trip in 1957 was slightly higher than in 1956.

Statements 22-24 show the results tabulated from the questionnaires reporting only one purpose of visit. These figures differ considerably from data compiled by using all purposes reported, but the tabulation was necessary for some of the comparisons which follow. Of the Canadian travellers who checked only one purpose of visit, 41.3 per cent made the trip for recreation and 36.1 per cent went to visit friends or relatives. Comparable data

in 1956 showed 41.9 per cent for recreation and 35 per cent to visit friends or relatives. Shopping as the main purpose of visit was not as important an inducement as when two or more purposes were reported and appeared more frequently when used in conjunction with other reasons for trips to the United States. Shopping appeared on 7.8 per cent of the returns showing one purpose of trip, as compared with 8.9 per cent in 1956. Some 8.8 per cent of the travellers reported business as the main purpose of visit, as compared with 8.5 per cent in 1956, while 3.9 per cent reported "other" purposes, as compared with 4.3 per cent in the previous year. Similar to the returns from the 1956 survey the "other" purposes were mainly "health" and "in transit". Only 2.1 per cent of the Canadian travellers covered in the survey reported education as the purpose of visit. More Canadians reported education when two or more reasons were recorded, indicating that some of the respondents may have considered education in the broad sense of the word and not as a university or technical training course.

Different patterns arise when respondents report more than one purpose of visit. When two or more purposes of trip were recorded, recreation still appeared most frequently as a reason for the visit, while shopping was checked on 29.3 per cent of the forms which compares very closely with the returns from the previous year. Many Canadian travellers to the United States appear to have gone there for recreation but also combined their recreation with shopping. The same is true for those who visited friends or relatives where, again, a visit to friends or relatives was combined with a shopping trip. Business was given with other purposes on 6 per cent of the questionnaires, education on 3.4 per cent, and "other" reasons on 1.6 per cent. The breakdown by purpose of visit, where two or more reasons were recorded, compared very closely with the 1956 survey.

**STATEMENT 22. Purpose of Visit<sup>1</sup> Reported by Canadians Returning from the United States, Compiled Quarterly, Special Survey, 1957**

	Business	Education	Shopping	Recreation	Visiting friends or relatives	Other
First quarter .....	8.5	2.1	4.7	35.0	46.1	3.6
Second quarter .....	11.1	2.7	7.6	41.9	30.1	6.6
Third quarter .....	5.6	1.9	6.6	46.7	35.6	3.6
Fourth quarter .....	11.6	1.8	13.0	37.9	33.6	2.1
<b>Year .....</b>	<b>8.8</b>	<b>2.1</b>	<b>7.8</b>	<b>41.3</b>	<b>36.1</b>	<b>3.9</b>

1. Questionnaires reporting one purpose only.

The purpose of visit varied somewhat according to the time of year in which the trip was taken as shown in Statement 22. A higher percentage of Canadians travelled to the United States on business during the second and fourth quarter than at any other time of the year. In the second quarter 11.1 per cent of the visits were for business reasons while the fourth quarter shows 11.6 per cent. A lower percentage of the visits was for business in the third quarter than at any other time of the year, as normally during this period a higher percentage is for recreation. There is also a marked difference in the percentage of visits for the purpose of shopping according to the season of the year. In the fourth quarter of the year some 13 per cent of the visits were for the purpose of shopping, as compared with 7.6 per cent in the second quarter, 6.6 per cent in the third and 4.7 per cent in the first quarter. No doubt the "Christmas season" is a factor which contributes considerably to the higher percentage of shoppers in the fourth quarter, and to a lesser degree the "Easter season" in the second quarter. Recreation as a purpose of visit to the United States is also influenced by the season of

the year. Statement 22 shows that a higher percentage of Canadians visit for recreation in the third quarter of the year than at any other time. This might well be expected as many Canadians plan their vacations in the summer months rather than at other times of the year. The percentage of persons reporting visits to friends or relatives was higher in the first quarter than at any other time of the year. Visits to friends or relatives over the Christmas season may have been an influencing factor, as the length of stay for this category averaged between ten and fifteen days which would place many of the returning Canadians in the first quarter of the following year. The percentage of persons visiting friends or relatives was also slightly higher in the second quarter than in the third or fourth quarters which would indicate visits of this category over the Easter season. The number of persons reporting other reasons for a visit to the United States was higher in the second quarter of the year than in other seasons. Many persons returning in the second quarter reported visits for their health, a category that was not listed separately in 1957.

**STATEMENT 23. Purpose of Visit<sup>1</sup> Reported by Canadians Returning from the United States, by Province of Re-Entry, Special Survey, 1957**

Province of re-entry	Business	Education	Shopping	Recreation	Visiting friends or relatives	Other
Maritimes .....	5.9	2.7	4.8	27.0	54.1	5.5
Quebec .....	9.4	1.7	3.3	51.4	30.5	3.7
Ontario .....	9.7	2.3	7.4	38.7	38.6	3.3
Manitoba .....	7.5	1.6	10.7	47.9	27.2	5.1
Saskatchewan .....	11.3	3.9	11.3	27.0	36.5	10.0
Alberta .....	11.7	2.4	9.9	40.0	31.2	4.8
British Columbia and Yukon Territory .....	5.8	1.8	14.4	37.9	35.2	4.9
Canada .....	8.8	2.1	7.8	41.3	36.1	3.9

1. Questionnaires reporting one purpose only.

The purpose of visit was also tabulated according to province of re-entry into Canada. For this analysis it has been assumed that for all practical purposes the province of re-entry might well be considered the province of residence. Statement 23 reveals that a higher percentage of the residents of Alberta and Saskatchewan reported business trips than in the other provinces. Residents of British Columbia and the Yukon Territory reported the lowest percentage of business trips. On the other hand, residents of British Columbia and the Yukon Territory reported the highest percentage of shopping trips, whereas residents of Quebec were lowest in this respect. Residents of Quebec reported the highest percentage of trips for

recreation, while residents of Saskatchewan were lowest in this category. A higher percentage of the residents of the Maritime Provinces reported visits to friends or relatives in the United States, whereas the lowest percentage of visits in this category was reported by residents of Manitoba. The questionnaires not falling within categories already specified are grouped together and classified as "Other" in Statement 23. The greater percentage of this group reported health as the purpose of their trips which, in addition to visits to the warmer climates particularly in the winter months, involved trips to clinics, hospitals, etc. Less than half of the other category involved in transit trips through the United States to another province in Canada.

Further examination reveals that the type of transportation varied according to the purpose of visit. Some 50 per cent of the persons travelling on business used aeroplane transportation and 31 per cent travelled by automobile. Between 17 and 18 per cent used rail transportation but few persons on business travelled by bus or boat. Contrary to the trend for business trips, only 5 per cent of the persons on shopping tours travelled by plane while 64

per cent travelled by automobile. Some 66 per cent of the persons on recreation travelled by automobile, 16 per cent by plane and 12 per cent by rail. Persons visiting friends or relatives are more inclined to use rail transportation than persons travelling for other reasons. Some 22 per cent of the travellers who visited friends or relatives returned to Canada by rail and 58 per cent used automobiles.

**STATEMENT 24. Purpose of Visit<sup>1</sup> Reported by Canadians Returning from the United States by Type of Transportation, Special Survey, 1957**

Type of transportation	Percentage of persons reporting main purpose of trip					
	Business	Education	Shopping	Recreation	Visiting friends or relatives	Other
	%	%	%	%	%	%
Rail .....	9.1	2.8	8.6	29.3	46.9	3.3
Bus .....	1.8	2.7	13.7	39.8	37.8	4.2
Aeroplane .....	24.9	3.6	2.3	37.2	27.5	4.5
Boat .....	3.9	3.7	19.4	36.0	32.1	4.9
Total non-automobile .....	14.7	3.2	6.8	34.3	37.0	4.0
Automobile .....	4.5	1.3	8.5	46.2	35.6	3.9
<b>Grand total .....</b>	<b>8.8</b>	<b>2.1</b>	<b>7.8</b>	<b>41.3</b>	<b>36.1</b>	<b>3.9</b>

1. Aggregate of questionnaires reporting one purpose only.

In addition to the purpose of visit, the respondents were queried on length of stay in the United States and this information was tabulated according to purpose of trip by type of transportation used. As in the previous survey, the shortest length of stay was reported by persons who travelled mainly for shopping, when the average visit amounted to 3 days. This would indicate that Canadians on shopping tours to the United States returned shortly after the 48 hour time limit required for customs exemption. On a provincial basis there was very little variation in the length of stay reported by shoppers. Business trips were also comparatively short, averaging 7.9 days, although residents of Manitoba on business trips to the United States stayed an average of 6.6 days, while persons from Alberta reported business trips lasting approximately 18 days. The business trips from all the other provinces were very close to the average for Canada. Trips made for recreation and visits to friends or relatives were of nearly the same duration, following the trend of the 1956 survey. Recreation trips averaged 11.8 days and visits to friends or relatives 11.2 days, but there was more variation on a provincial basis. Persons returning via British Columbia and the Yukon Territory reported visits of 9.3 days while on recreation, but re-entries via Saskatchewan stayed 23.9 days. Visits to friends or relatives were more uniform and

varied from 9.7 days for residents of Ontario to 17.3 days for residents of Saskatchewan. On a seasonal basis the length of stay for persons on recreation was much higher in the first half of the year. This apparently was due to longer visits to the southern states during the winter and early spring. A comparable situation appeared on questionnaires reporting visits to friends or relatives, although the range between different quarters of the year was not so pronounced as with visits for recreation. Canadians in the United States for purposes of education reported an average of 38 days stay and trips for reasons not already specified averaged about 22 days.

Average expenditures also varied according to the purpose of visit. On account of the greater length of stay, visits for educational reasons averaged the highest expenditure per visit, although the average per person per day was lower than in most of the other types of travel. Canadians travelling to the United States for business reasons also had high expenditures per visit and relatively high averages on a per person per day basis. Trips made to the United States for the purpose of shopping show the lowest amount spent per visit but the average expenditure per person per day was highest for this group when compared with the other categories. Expenditures per visit for persons on recreation were relatively high but the average per person per

CHART 2

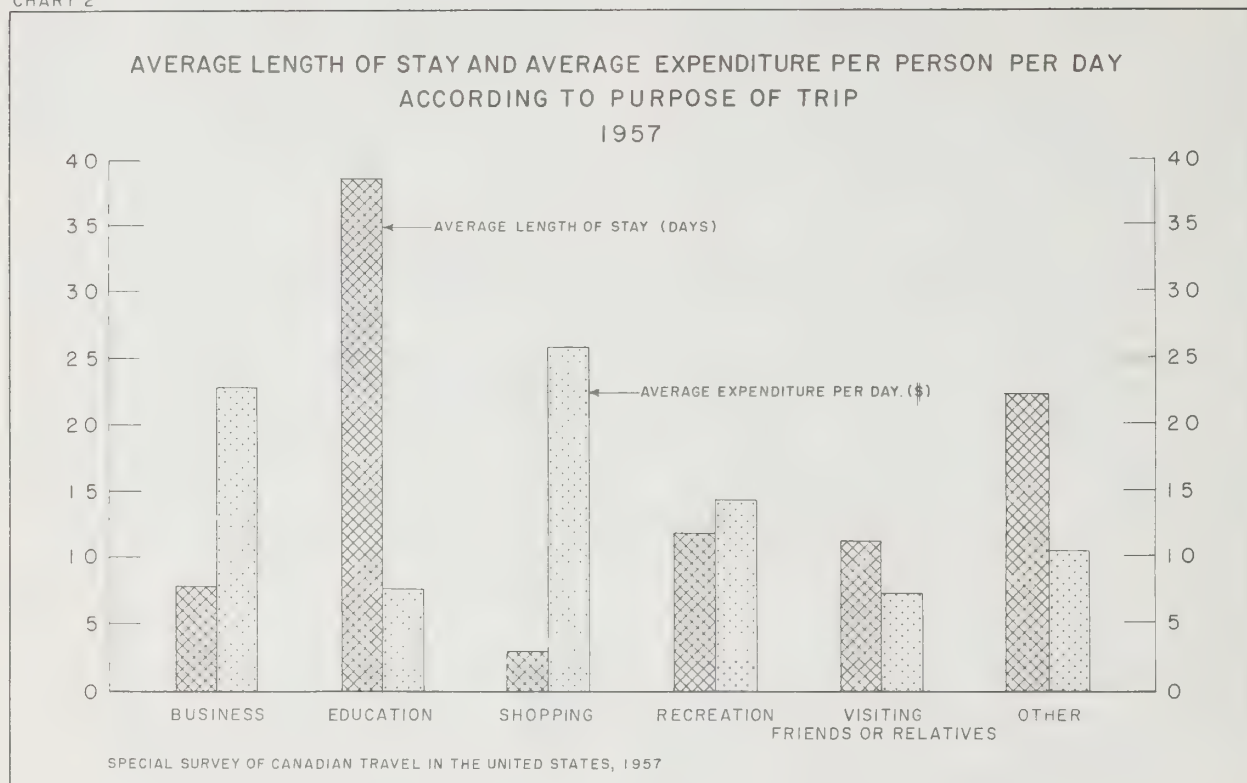
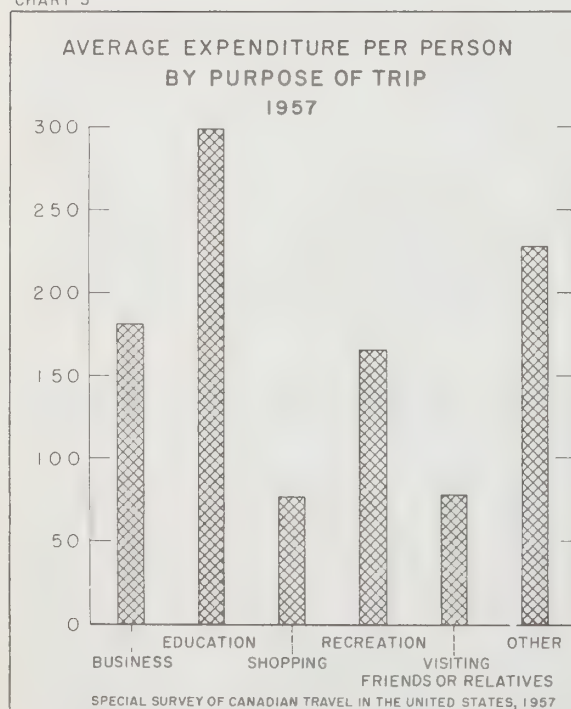


CHART 3



day was lower than business or shopping trips. Persons visiting friends or relatives reported the lowest average expenditures on a per person per day basis, and the average per visit also was lower than most other categories. With the exception of Canadians in the United States for their education, the group not already specified and referred to as "other" on the charts reported higher expenditures per visit than the groups already discussed. On a per person per day basis the average expenditures of this group were higher than persons reporting education or visits to friends or relatives, but lower than the other categories. Charts 2 and 3 show comparative data on average expenditure and average length of stay, according to purpose of visit:

In addition to the questions already discussed, Canadians were asked to give their destination in the United States. To simplify the process of tabulation, the state rather than the city or town to which they travelled was used. On questionnaires listing more than one destination, the state furthest from the International border was taken. Data appearing for states lying close to the border should be taken as minimal, since Canadians had to pass through states bordering Canada on their way farther south. Furthermore, as the sample does not include one and two-day traffic, a large number of visits to nearby states were also automatically excluded.

As shown in Table 9, the state of destination varies with the season of the year. During the first three months nearly 21 per cent of Canadian visitors to the United States covered in the sample went to Florida. In the second quarter of the year some 23 per cent of Canadians returning from the United States reported Florida as their destination. In the third quarter, between 3 and 4 per cent had been to Florida and nearly 5 per cent in the last three months of the year. In the aggregate for the year between 11 and 12 per cent gave Florida as their destination as compared with 10 per cent in 1956. As explained elsewhere in this report, the questionnaires are sent out to Canadians on their return from visits to the United States and, therefore, some of the figures for the first and second quarters are possibly from respondents who went to Florida during the last quarter of the previous year. Data for the year show that 26 per cent of the Canadians visiting the United States in 1957 did not go beyond New York state. Higher percentages appeared in the first and fourth quarters which would indicate either Christmas shopping or visits for the Christmas season extending into the first quarter of the new year. Comparable to the survey of the previous year, the state of Washington was declared as the destination by 11 per cent of the respondents. Although the seasonal peak was not so pronounced, the last half of the year rather than the first half revealed a higher percentage of destinations in Washington. On the yearly basis Michigan attracted nearly 9 per cent of the Canadian visitors but this percentage was somewhat higher in the fourth quarter. Over 5 per cent of the respondents listed California as their destination and, similar to Florida, visits to this area were considerably higher during the first half of the year.

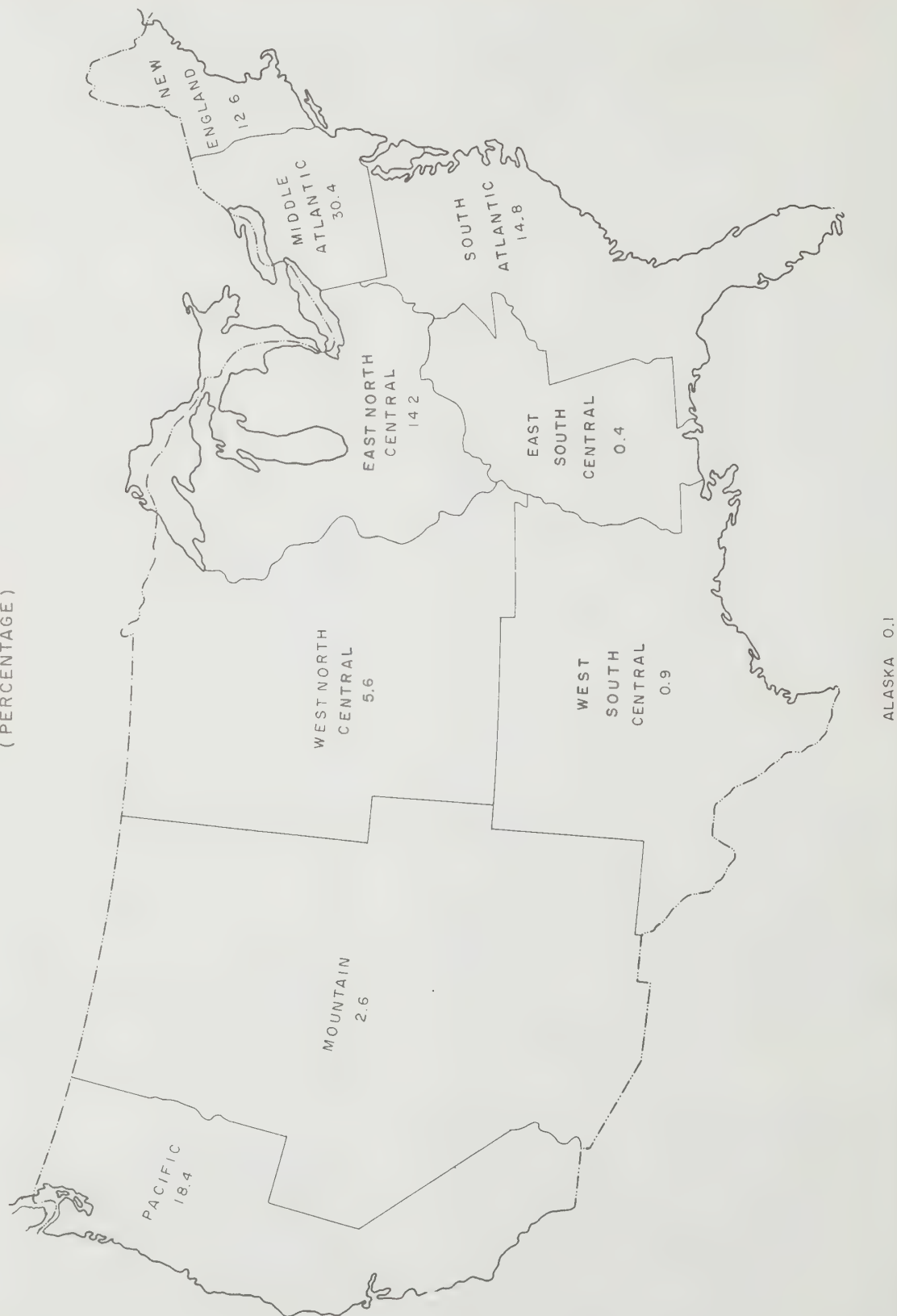
The state of destination according to province of re-entry appears on Table 10. The states immediately south of the border attract the greater percentage of persons from bordering provinces. Over 33 per cent of the persons residing in the Atlantic provinces reported visits to Massachusetts many of which were to the city of Boston. Some 30 per cent of the re-entries to the Atlantic provinces reported visits to Maine and 15 per cent had been to New York state. Comparable data from the 1956 survey indicated 38 per cent to Massachusetts, 28 per cent to Maine and 15 per cent to New York state. Over 39 per cent of the re-entries through Quebec had not travelled beyond the state of New York, with between 12 and 13 per cent reporting visits to Florida and Massachusetts, respectively. Some 8 per cent of the re-entries through Quebec had not travelled beyond the state of Maine and 7 per cent gave Vermont as their destination. Approximately 34 per cent of the re-entries through Ontario gave the state of New York as their destination, while between 16 and 17 per cent had been to Florida and 16 per cent had not travelled beyond the state of Michigan. Minnesota had attracted about 39 per cent of the persons returning via Manitoba and 22 per cent had not travelled farther than the adjoining state of North Dakota. Over 24 per cent of the Canadians returning via

Saskatchewan listed North Dakota as their destination, and between 11 and 12 per cent had been to Michigan and Minnesota, respectively. Nearly 37 per cent of the re-entries through Alberta had not travelled beyond the neighbouring state of Montana, 14 per cent had been to the state of Washington and 13 per cent gave California as their destination. Comparable with the 1956 survey Canadians who re-entered through British Columbia had remained very close to the Pacific coast. Some 59 per cent had not gone beyond Washington, 19 per cent travelled to California and nearly 10 per cent gave Oregon as their destination.

Map 2 shows by areas the destinations in the United States given by respondents in the survey, irrespective of the type of transportation used or the season of the year. With the exception of the Middle and South Atlantic States the proportion of Canadian traffic visiting the other areas was much the same as in 1956. In 1957 the proportion of respondents reporting destinations in the Middle Atlantic States of New Jersey, New York and Pennsylvania amounted to 30.4 per cent, as compared with 32.5 per cent in 1956. At the same time, the South Atlantic States of Florida, Mississippi, Alabama, Georgia, North and South Carolina, the Virginias, Maryland, Delaware and the District of Columbia, increased their proportion of Canadian travel from 12.1 per cent in 1956 to 14.8 per cent in 1957, indicating that more Canadians were visiting states farther to the south. Although the proportion of Canadians reporting visits to the Middle Atlantic States declined some 2 per cent in 1957, more Canadians visited this group of states than any of the other areas appearing in Map 2. The additional travel to the South Atlantic States amounted to an increase of nearly 3 per cent when compared with 1956, making this area third in importance for 1957 rather than fourth as in the previous year. The East North Central States of Michigan, Ohio, Indiana, Illinois and Wisconsin received about 14 per cent of the visitors from Canada as compared with 15 per cent in 1956. The Pacific States of California, Oregon and Washington received the same proportion of Canadian travel as in the previous year, namely 18.4 per cent and remained second in importance as an area for Canadian travel. The Mountain Area, West South Central and East South Central Areas combined, which comprise a large part of the United States involving some 16 states, accounted for less than 4 per cent of the Canadian visits.

In all areas appearing in Map 2, a majority of the travellers returned to Canada by automobile. Areas close to the International border and areas without large centres of population tend to have a higher percentage of Canadians returning to Canada by automobile. In the Mountain Area, comprised of the states of Idaho, Montana, Wyoming, Nevada, Utah, Colorado, Arizona and New Mexico, more than three-quarters of their visitors returned to Canada by automobile.

DESTINATION OF CANADIANS IN THE UNITED STATES,  
VISITS OF MORE THAN 48 HOURS, SPECIAL SURVEY 1957  
(PERCENTAGE)



## Travel Between Canada and Overseas Countries

## Volume of Travel and Expenditures

Travel between Canada and overseas countries continued to show expansion during 1957 but the pattern changed somewhat from the previous year. The total number of entries by residents of overseas countries and Canadians returning from visits to overseas countries advanced about 15 per cent. At the same time, visits by residents of overseas countries advanced some 17 per cent as compared with a 10 per cent gain in the previous year, while re-entries by residents of Canada returning from visits overseas advanced about 14 per cent as compared with a gain of 19 per cent in the year 1956.

Expenditures involved in overseas travel also continued to show a definite expansion over the previous year. Receipts from overseas visitors advanced \$10 million to a total of \$38 million for the year; approximately 36 per cent higher than the previous record in 1956. Payments by Canadians advanced 14 per cent in 1957 to a total of \$122 million, comparable to the increase in the number of visits. The balance between receipts and payments stood at a debit balance of \$84 million, the highest on record. The debit balance in the overseas account amounted to more than half of Canada's deficit on travel account in 1957.

STATEMENT 25. Balance of Payments on Travel Account Between Canada and Overseas Countries, 1956-1957<sup>1</sup>

Net Credits (+) Net Debits (-)

	All overseas countries		United Kingdom		Other sterling area		Other O.E.E.C. countries		All other countries	
	1956	1957	1956	1957	1956	1957	1956	1957	1956	1957
	\$ millions									
Receipts .....	28	38	14	18	4	5	6	10	4	5
Payments .....	107	122	46	47	8	11	41	48	12	16
Net balance .....	- 79	- 84	-32	-29	-4	- 6	-35	-38	- 8	-11

1. Subject to revision.

## Overseas Visitors to Canada

In 1957 the non-resident visitors (other than immigrants) arriving in Canada direct from overseas countries through Canadian ports of entry numbered 36,600, an increase of nearly 20 per cent or approximately 6,000 more visits than in 1956. In addition to the number of visitors entering direct from overseas countries an estimated 25,000 arrived via the United States, an increase of around 3,000 or 14 per cent more than in 1956. The number of entries direct and by way of the United States amounted to 61,600, an increase of 9,000 visits or a total 17 per cent higher than the previous record established in 1956.

The type of oceanic transportation used by visitors to Canada reveals a trend towards a greater proportion of air travel. During the three year period prior to 1957 there appeared to be an established pattern that varied little from year to year. In 1957, however, some 19,000 of the visitors direct from overseas countries arrived by plane, representing nearly 52 per cent of the total. The remainder of our visitors from overseas, namely some 17,600 persons, arrived by ship. Prior to 1957 about 54 per cent of the visitors from overseas countries arrived by vessel and the remainder, representing approximately 46 per cent of the total, used planes

for oceanic transportation. Economy flights and improved service by plane, no doubt, have been influencing factors in a greater diversion to air travel.

The compilation of the number of visitors using Canadian carriers for transportation between Canada and overseas countries reveals a definite expansion. In 1957 between 42 and 43 per cent of the visitors from overseas countries arrived via Canadian air and steamship lines, as compared with 36 per cent in 1956 and 33 per cent in 1955. Although comparable data on visitors from overseas countries entering Canada via the United States has not been compiled, no doubt most of the expenditure for oceanic transportation would go to foreign carriers.

Normally, residents of the United Kingdom account for more than half of the visitors entering Canada direct from overseas. The percentage of the total originating in the United Kingdom, however, has been declining somewhat during the past three years. In 1955 the proportion of overseas visitors originating in the United Kingdom amounted to 57 per cent of the total. In 1956 this proportion dropped to 55 per cent and in 1957 it declined to less than 54 per cent. The proportion originating in other Commonwealth countries has remained fairly constant during the past three years. Approximately 12

per cent of the visitors from overseas originated in this group during 1957, compared with 13 per cent in 1956 and 12 per cent in 1955. A higher proportion, namely 27 per cent, originated in other European countries in 1957 as compared with 25 per cent in 1956, and the number originating in other countries remained unchanged at 7 per cent.

Receipts from residents of overseas countries travelling in Canada also set new records in 1957. Estimates show that \$38 million was received from

residents of overseas countries as compared with \$28 million in 1956, an increase of \$10 million or nearly 36 per cent. In 1956 and 1955 the corresponding rates of expansion in our receipts from overseas were 12 per cent and 14 per cent, respectively, indicating a substantial expansion percentagewise in 1957. Included in the receipts are transportation costs paid Canadian carriers covering fares between Canada and overseas countries. In 1957 transportation earnings amounted to over half of the total receipts in this category.

**STATEMENT 26. Number of Non-Immigrant Visitors Entering Canada Direct from Overseas Countries, by Type of Transportation, Principal Countries, 1956-1957**

Country of residence	Arrivals by aeroplane		Arrivals by vessel		Total	
	1956	1957	1956	1957	1956	1957
England .....	5,302	7,016	7,787	8,179	13,089	15,195
Scotland .....	949	1,543	2,036	2,052	2,985	3,595
Northern Ireland .....	108	133	334	413	442	546
Wales .....	86	109	215	211	301	320
Lesser British Isles .....	9	19	45	37	54	56
Australia .....	448	534	790	781	1,238	1,315
British West Indies .....	617	850	85	128	702	978
Hong Kong .....	82	422	34	41	116	463
Bermuda .....	468	435	11	14	479	449
New Zealand .....	224	203	241	237	465	440
Union of South Africa .....	127	168	129	84	256	252
India .....	119	171	66	28	185	199
Other Commonwealth Countries .....	218	296	160	127	378	423
Germany .....	635	1,004	1,244	1,409	1,879	2,413
France .....	956	1,253	735	911	1,691	2,164
Netherlands .....	727	824	1,155	1,220	1,882	2,044
Switzerland .....	146	236	121	142	267	378
Italy .....	91	190	120	172	211	362
Belgium .....	133	138	123	157	256	295
Norway .....	179	81	135	164	314	245
Austria .....	50	64	142	147	192	211
Ireland (Republic) .....	68	100	90	100	158	200
Denmark .....	79	95	67	76	146	171
U.S.S.R. ....	26	158	—	2	28	160
Sweden .....	59	68	45	37	104	105
Other European Countries .....	331	537	146	411	477	948
Mexico .....	527	624	25	24	552	648
South America .....	485	584	49	44	534	628
Japan .....	171	165	39	63	210	228
Asia (not specified) .....	164	176	24	44	188	220
West Indies (not British) .....	128	163	10	15	138	178
Africa (not British) .....	68	97	112	62	180	159
Israel .....	102	114	68	45	170	159
Turkey .....	64	129	9	1	73	130
Other Countries .....	206	323	30	28	236	351

### Canadian Travel Overseas

New records were also established in the number of visits to overseas countries by residents of Canada. Canadians returning direct from overseas numbered 119,900, an increase of 13,800 re-entries or approximately 13 per cent more than the previous year. The latest expansion is more moderate than usual as the rate of increase has been around 20 per cent each year since 1953. Re-entries direct to Canada were supplemented by an estimated 39,000 who returned via the United States making a total of 158,900, a gain of 19,800 visits in the aggregate or 14 per cent over the previous year.

Expenditures of Canadians in overseas countries reached \$122 million in 1957 to establish a new record some \$15 million higher than the previous one which was established in 1956. The new record represents a 14 per cent increase over the preceding year, but is a more moderate expansion than the 24 per cent gain recorded in 1956 when compared with 1955. For the first time since 1951 receipts from overseas visitors recorded a more substantial gain percentagewise than the payments to overseas countries.

Prior to 1957 the United Kingdom received a greater proportion of the Canadian travel dollar than other overseas areas, although other European countries were improving their position in this respect. Estimates for 1957, however, reveal that other European countries received \$48 million from the Canadian travel account as compared with \$47 million to the United Kingdom. When compared with the previous year the United Kingdom received an additional \$1 million which represents an increase of 2 per cent, whereas the other European countries received an extra \$7 million which represents a gain of 17 per cent. Payments to countries in other sterling areas were 37 per cent higher, while the group referred to in Statement 25 as all other countries advanced some 33 per cent.

Transportation costs paid to non-Canadian carriers are included with the estimates of travel expenditures in overseas countries. Receipts by Canadian carriers do not represent a movement of funds out of Canada, consequently they are not included with expenditures of Canadians in overseas countries. In 1957 transportation costs to and from North America were between 46 and 47 per cent of the expenditures reported by Canadians returning direct from overseas countries. The proportion which was allocated to international transportation was practically unchanged from the previous year. Transportation costs incorporated in the overseas account include incidental expenses en route but do not include transportation within Canada. The proportion of transportation costs received by Canadian carriers declined slightly to 40 per cent of the total in 1957, as compared with 41 per cent in 1956 and 42 per cent in 1955. Surveys in the past three years have indicated that foreign carriers have improved their position receiving 58 per cent of the oceanic

transportation receipts from residents of Canada in 1955, 59 per cent in 1956 and 60 per cent of this item in 1957. Comparable data released by the United States Department of Commerce show that foreign carriers received 45 per cent of the overseas transportation costs paid by Americans, while carriers registered in the United States received 55 per cent. The breakdown according to type of transportation shows that in 1957 about 41 per cent of the expenditure on overseas transportation went for travel by vessel and 59 per cent was applied to travel by air. The rapid expansion of air travel to overseas countries during the past few years is revealed by yearly comparisons on the breakdown of receipts. In 1955 Canadian travel to overseas countries was fairly evenly distributed between air and vessel routes, but air routes received 56 per cent of the total in 1956 and 59 per cent in 1957. The amount received by vessel routes declined in the same proportion as the advances shown by air routes. Statement 27 gives some enlightenment as to the extent to which plane and vessel transportation has been utilized by Canadians returning direct from overseas during the past five years. Most Canadians returning by aeroplane from overseas re-enter Canada through the ports of Gander, Dorval, Malton and Vancouver, whereas re-entries by vessel are mainly through St. John's, Newfoundland; Halifax, Nova Scotia; Saint John, New Brunswick; Quebec, Montreal and Vancouver. In 1957 the ports reporting air traffic accounted for between 55 and 56 per cent of the re-entries as compared with 53 per cent in 1956. Other ports specified in Statement 27 accounted for between 41 and 42 per cent of the re-entries in 1957 as compared with 44 per cent in 1956 and 49 per cent in 1955. Ports not specified in the statement accounted for 3 per cent of the total in 1957 and 4 per cent in 1956. Data released by the United States Department of Commerce on the breakdown by type of transportation used by residents of the United States visiting Europe, indicate that 63 per cent travelled by plane and 37 per cent used ship for the transatlantic trip. Canadians returning through ports recording air traffic numbered 66,512 in 1957 compared with 56,404 in 1956, a gain of 10,108 visits or nearly 18 per cent. Residents of Canada returning via other ports specified in Statement 27 numbered 49,849 as compared with 46,065 in 1956, a gain of 3,784 or approximately 8 per cent.

The sample of Canadians returning direct from overseas countries was also asked to report their destinations on the questionnaires. Many respondents (particularly persons returning from visits to Europe) reported visits to several countries on one trip abroad making it necessary to record the information on the basis of the area visited rather than attempt to show the detail for each country separately. Data reported on destinations reveal that comparable to 1956 some 36 per cent of Canadians returning direct from overseas reported visits to the United Kingdom only, but visits to both the United Kingdom and other European countries

**STATEMENT 27. Residents of Canada Returning Direct from Overseas Countries,  
Principal Ports of Re-Entry, 1953-1957**

Port of re-entry	1953	1954	1955	1956	1957
Gander, Nfld. ....	9,457	8,529	9,729	1,925	3,254
Dorval, Que. ....	12,841	17,937	19,507	33,415	37,927
Malton, Ont. ....	4,158	7,036	7,823	13,592	15,962
Vancouver, B.C. (Aeroplane).....	1,924 <sup>1</sup>	3,183	4,523	7,472	9,369
St. John's, Nfld. ....	1,080	944	608	720	710
Halifax, N.S. ....	4,208	4,017	6,713	5,892	7,557
Saint John, N.B. ....	1,297	1,164	1,034	1,089	1,373
Quebec <sup>2</sup> , Que. ....	24,796	27,673	33,408	37,182	38,877
Vancouver, B.C. (Vessel) ....	1	568	1,039	1,182	1,332
Other ports ....	1,721	2,507	3,635	3,625	3,541
<b>Total all ports .....</b>	<b>61,482</b>	<b>73,558</b>	<b>88,019</b>	<b>106,094</b>	<b>119,902</b>

1. Breakdown of entries by plane and vessel not available.

2. Many returning residents cleared at Quebec disembark at Montreal.

amounted to between 31 and 32 per cent of the total as compared with 33 per cent in 1956. Visits to European countries other than the United Kingdom advanced to 15 per cent of the total, whereas they accounted for 12 per cent of the total in the preceding year. Visits to the British West Indies were unchanged at 4 per cent, while visits to Mexico declined from 5 per cent in 1956 to 4 per cent in 1957. Visits to Bermuda represented 3 per cent of the total in 1957 as compared to 4 per cent in 1956. Visits to Hawaii were unchanged at 3 per cent of the total, while visits to other countries not specified were 3 per cent of the total as compared with 2 per cent in 1956. Less than 1 per cent visited each of the following areas: Central America and the non-British West Indies, South America, Australia and New Zealand. The information already presented on destination does not include Canadians who travelled to overseas countries and returned via the United States.

The destinations reported by respondents who travelled overseas during 1957 varied considerably according to the period of the year. In the third quarter of the year travel to Europe accounted for 94 per cent of the destinations reported, being made up of 39 per cent who visited the United Kingdom only, 39 per cent with visits to both the United Kingdom and continental Europe, and 16 per cent who went to Europe only. In the first quarter of the year 59 per cent of the travellers reported European destinations; 73 per cent in the second quarter; and 87 per cent in the last quarter of the year. Percentage-wise, travel to the British West Indies, Mexico and Hawaii was heavier in the first quarter of 1957 than at any other period of the year when 11 per cent of the respondents reported visits to the British West Indies, between 11 and 12 per cent to Mexico, and 8 per cent to Hawaii. Travel to these

areas was at a minimum in the third quarter of the year when less than 3 per cent of the respondents visited the three areas combined. The first and second quarters of the year attracted more visitors to Bermuda which was given as a destination by between 4 and 5 per cent and 7 per cent, respectively, of the respondents.

A further analysis of the sample data on destination by ports of entry follows: 42 per cent of the respondents who re-entered Canada at Gander and Dorval reported visits to the United Kingdom, while 33 per cent had visited the United Kingdom and continental Europe. Approximately 17 per cent visited European countries other than the United Kingdom, some 3 per cent reported visits to the British West Indies, while between 2 and 3 per cent had been to Bermuda. Furthermore, roughly 2 per cent gave destinations in the combined area of Mexico, Central America, South America, Australia and New Zealand.

Overseas travellers re-entering Canada at Malton reported fewer visits to Europe with some 19 per cent who had visited the United Kingdom, 7 per cent with visits to the United Kingdom and other European countries, and 8 per cent with destinations in continental Europe only. On the other hand, 23 per cent of the travellers re-entering at Malton reported destinations in Mexico, another 21 per cent had been to the British West Indies, while 18 per cent visited Bermuda. The remaining 4 per cent of the re-entrants had been to Central America, South America or other countries.

Of the respondents who re-entered Canada by aeroplane and ship at Vancouver approximately 40 per cent had visited Hawaii. Visits to Europe were next in importance being reported by 32 per cent of

the re-entrants. The European visits were composed of 12 per cent who visited the United Kingdom and other European countries, 10 per cent who went to the United Kingdom only, and 10 per cent with visits to continental Europe. Mexico was the destination of 12 per cent, while 7 per cent had been to Australia and New Zealand. About 1 per cent of the respondents reported visits to Central America and the non-British West Indies, with the remaining 8 per cent reporting visits to countries not already specified.

Roughly 41 per cent of the overseas travellers returning to Canada by ship at the St. Lawrence River and Atlantic Ports had visited in the United Kingdom, while the same percentage reported visiting the United Kingdom and continental Europe. Furthermore, 16 per cent had visited European countries other than the United Kingdom. The remaining 2 per cent of the re-entrants by ship reported visits to other areas overseas.

Destinations reported by Canadians returning from overseas via the United States varied somewhat from the destinations reported by persons returning direct. On a percentage basis more persons had visited Bermuda, the British West Indies, Mexico, Central America, and Hawaii which are closer to the United States and possibly encourage stop-overs en route.

The length of stay reported on the questionnaire by Canadians returning direct from overseas countries varied somewhat according to the destination. In 1957 the average length of stay reported by respondents returning from visits to the United Kingdom was 59 days as compared with 63 days in 1956. Persons returning by ship spent 82 days in the United Kingdom, while those using the aeroplane as a means of oceanic transportation averaged only 36 days.

The respondents who reported visiting both the United Kingdom and other European countries stayed abroad nearly 77 days. In 1956 the length of stay consisted of 38 days in the United Kingdom and 33 days in Europe, but in 1957 the length of stay in other European countries was extended to 39 days while the period spent in the United Kingdom remained at 38 days. Again, persons travelling by ship reported longer visits which amounted to 95 days, whereas plane passengers reported visits averaging 52 days. Both groups of travellers reported longer visits in 1957 than in 1956.

The length of stay reported by persons who had visited continental Europe only averaged 70 days in 1957, slightly under the 1956 figure. Plane travellers to this area averaged 45 days abroad, while persons returning by ship reported visits of nearly 97 days; the longest stay of any group of travellers except those returning by ship from Australia and New Zealand. Although respondents were asked to report the length of stay in each country there may

have been a tendency for many to include the number of days en route to or from North America, which would increase the length of visit for persons travelling by ship.

The average length of visit to other Commonwealth countries varied greatly. Respondents returning from Bermuda reported staying abroad 18 days, while visits to the British West Indies were extended to 27 days. Overseas travellers who had been to Australia or New Zealand reported 73 days abroad. Other countries frequently visited and the average length of stay reported were as follows: Mexico 21 days, Central America and the non-British West Indies 25 days, South America 29 days, and Hawaii 22 days.

Canadians travelling overseas via the United States reported some 5 days in the United States en route in addition to the length of visit abroad. Respondents travelling to the United Kingdom via the United States reported shorter visits abroad than re-entries direct, whereas persons visiting both the United Kingdom and other European countries reported visits of the same duration overseas. Persons returning from visits to other European countries via the United States reported staying abroad some 55 days compared to 70 days reported by respondents returning direct from the same area. Visits to Mexico were of the same duration whether the respondents returned direct or via the United States, while visits to Bermuda, the British West Indies and Central America were shorter when the respondents returned via the United States. On the other hand, respondents who returned via the United States after visiting South America or Hawaii reported visits of longer duration than those returning direct from these areas.

The purpose of trip for Canadian visits to overseas countries was recorded again during the past year. Questionnaires reporting more than one purpose of trip were weighted and combined with the forms which reported one purpose only, whereas in 1956 questionnaires reporting one purpose only were used. Approximately 42 per cent of the travellers to overseas countries had gone to visit friends or relatives, whereas in 1956 only 37 per cent had travelled for this reason. Between 40 and 41 per cent of the respondents reported recreation as their reason for overseas travel compared to 42 per cent in 1956. About 11 per cent travelled overseas for business, 4 per cent for education and more than 2 per cent for purposes of health. Some seasonal variation appeared in the purpose of visit reported. Business trips were a smaller percentage of the reasons for travel in the third quarter than at any other period of the year. The percentage of persons reporting recreation as their purpose of trip was highest in the first quarter and dropped slightly in each successive quarter, whereas visits to friends or relatives were lowest in the first quarter and increased progressively to a peak in the fourth quarter of the year as shown in Statement 28.

**STATEMENT 28. Purpose of Visit Reported by Canadians Returning Direct from Overseas Countries, Compiled Quarterly, 1957**

	Business	Education	Health	Recreation	Visiting friends or relatives
First quarter .....	12.9	2.6	3.7	45.6	35.2
Second quarter.....	11.6	3.5	3.9	43.9	37.1
Third quarter.....	8.5	5.5	1.1	39.4	45.5
Fourth quarter.....	14.0	3.5	1.8	33.2	47.5
<b>Year .....</b>	<b>11.0</b>	<b>4.2</b>	<b>2.3</b>	<b>40.3</b>	<b>42.2</b>

The purpose of trip to overseas countries varies according to the area visited. Between 73 and 74 per cent of the visitors to the United Kingdom and nearly 58 per cent of Canadian travellers to other European countries went to visit friends or relatives. The proportion visiting friends or relatives has been steadily increasing over the past three years. Comparable figures for 1956 were 66 per cent and 54 per cent, respectively, while in 1955, 60 per cent of the visits to the United Kingdom and 50 per cent of the visits to other European countries were to see friends or relatives.

Canadians returning from trips that took them to the United Kingdom and other European countries combined, reported a much higher percentage of visits for recreation than persons visiting each area separately. Nearly 46 per cent of the visits taking in both areas were for recreational purposes and 27 per cent went to visit friends or relatives. Persons visiting both areas also reported a much higher percentage of business trips. Some 18 per cent of this group reported business as their reason for overseas travel, whereas 12 per cent of the trips to European countries only and 8 per cent of the trips to the United Kingdom were for this reason.

Approximately 73 per cent of the respondents returning from other Commonwealth countries (mainly Bermuda and the British West Indies) reported recreation as their purpose of visit; 13 per cent went to visit friends or relatives; and 5 per cent had gone for reasons of health. Business trips to other Commonwealth countries in 1957 increased to account for more than 7 per cent of the trips to these areas compared to only 4 per cent in 1956.

The residue of countries in areas not already specified are grouped for convenience and listed as "other countries". More than 74 per cent of the visits in this group were for recreation, 11 per cent had gone to visit friends or relatives, and nearly 8 per cent were for business reasons. The most important countries included in the residual classification are: Mexico, Hawaii, Cuba, Puerto Rico, and the countries of South America. Some 87 per cent of the visits to Hawaii and 81 per cent of the visits to Mexico were for recreation. Business trips take 21 per cent of the visitors to Central America, and between 22 and 23 per cent of the visits to South America are for the same reason. Some 23 per cent of the visitors to Central America and 29 per cent of those travelling to South America re-

**STATEMENT 29. Purpose of Visit Reported by Canadians Returning Direct from Overseas Countries, 1957**

Destination reported	Business	Education	Health	Recreation	Visiting friends or relatives
United Kingdom only.....	7.6	1.4	1.4	16.1	73.5
U.K. and other European countries.....	17.6	8.5	1.1	45.8	27.0
Other European countries only .....	11.9	5.6	2.0	22.9	57.6
Other Commonwealth countries .....	7.2	1.2	5.4	73.0	13.2
All other countries .....	7.6	2.4	4.3	74.4	11.3
<b>Grand total .....</b>	<b>11.0</b>	<b>4.2</b>	<b>2.3</b>	<b>40.3</b>	<b>42.2</b>

ported visiting friends or relatives. Recreation attracted nearly 53 per cent of the visitors to Cuba and Puerto Rico, but only 39 per cent reported this reason for travelling to South America.

The purpose of visit for respondents returning from overseas countries via the United States is not given in detail but, however, some 59 per cent reported recreation as the purpose of trip, 22 per cent had gone to visit friends or relatives, while 12 per cent had been on business. Furthermore, some 59 per cent of the respondents returning to Canada via the United States reported they had travelled in groups of two or more and 41 per cent reported they had travelled alone, a pattern similar to the previous year. Some 63 per cent of the persons travelling for recreational reasons and 56 per cent of

the respondents visiting friends or relatives were in groups of two or more. Only 46 per cent of the respondents on business or educational trips were in groups.

A lower percentage of visits in groups was reported by respondents returning direct from trips to overseas countries in contrast to persons returning via the United States. Some 54 per cent reported travelling in groups of two or more, but this varied according to purpose of trip and transportation used. Roughly 52 per cent of the plane travellers were in groups, compared to 58 per cent of the persons travelling by ship. Nearly 59 per cent of the persons visiting friends or relatives, 54 per cent of the persons on recreation and 39 per cent of the respondents on business were in groups of two or more.

#### Quarterly Distribution of the Balance of Payments on Travel Account

Estimates of the quarterly distribution of the balance of payments on travel account for the past eight years appear in Statement 30. Receipts from residents of other countries travelling in Canada continue to be highly concentrated in the third quarter although this concentration was less pronounced during the past year. Third quarter receipts have varied from 57.3 per cent of the total for the year in 1951 to 54.3 per cent of the yearly total in 1957. The first quarter of the year is of least importance and usually accounts for about 8 per cent of the yearly receipts, a pattern that has changed little during the past eight years. The second and fourth quarters are relatively equal in importance and constitute between 35 and 38 per cent of the total for the year.

Payments are more evenly distributed throughout the year than receipts and although disbursements are heaviest in the third quarter the seasonal peak is not so pronounced. This is the only quarter of the year when payments are lower than receipts. Approximately 34 per cent of our payments for travel in other countries are made in the third quarter compared with more than half of our receipts appearing in that period. Compared with 1950, the first year shown in Statement 30, more of our payments are now appearing in the first and second quarters of the year. The expansion of winter travel to the southern states, no doubt, has been an important factor influencing this trend. Canadians returning

in the early months of the second quarter usually report higher average expenditures than at other periods of the year.

The balance of payments between credits and debits reveals some interesting trends when examined on a quarterly basis. The customary credit balance of the third quarter has gradually diminished from \$73 million in 1950 to \$19 million in 1957. At the same time, the debit balance of the other quarters of the year has advanced from \$24 million in 1950 to \$181 million in 1957. Although all three quarters show a considerable increase in the debit balance, it is more pronounced in the second quarter than in the first or fourth quarters. In the period from 1950 to 1956 the debit balance of the second quarter advanced some \$61 million, declining to \$59 million for the year 1957. The increase in the debit balance was also quite substantial in the first quarter, advancing from \$13 million in 1950 to \$69 million in 1957, or approximately \$56 million. Data for the fourth quarter show that the debit balance increased from \$4 million in 1950 to \$48 million in 1956, with a decline of \$2 million appearing in 1957. The seasonal nature of travel between Canada and other countries still remains a problem as the high concentration of visitors from the United States in the third quarter tends to discourage investment in an industry where revenue is more or less restricted during a number of months of the year.

**STATEMENT 30. Quarterly Estimates of the Balance of Payments on Travel Account  
Between Canada and Other Countries, 1950-1957<sup>1</sup>**

	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	\$ millions				
Quarterly receipts:					
1950 .....	23	51	152	49	275
1951 .....	23	51	157	43	274
1952 .....	24	53	156	42	275
1953 .....	26	57	172	47	302
1954 .....	24	59	172	50	305
1955 .....	26	66	182	54	328
1956 .....	26	65	191	55	337
1957 <sup>1</sup> .....	31	76	197	59	363
Per cent of year:					
1950 .....	8.4	18.5	55.3	17.8	100.0
1951 .....	8.4	18.6	57.3	15.7	100.0
1952 .....	8.7	19.3	56.7	15.3	100.0
1953 .....	8.6	18.9	58.9	15.6	100.0
1954 .....	7.9	19.3	56.4	16.4	100.0
1955 .....	7.9	20.1	55.5	16.5	100.0
1956 .....	7.7	19.3	56.7	16.3	100.0
1957 <sup>1</sup> .....	8.5	20.9	54.3	16.3	100.0
Quarterly payments:					
1950 .....	36	58	79	53	226
1951 .....	54	74	96	56	280
1952 .....	63	97	110	71	341
1953 .....	68	95	124	78	365
1954 .....	65	102	134	88	389
1955 .....	78	119	156	96	449
1956 .....	93	133	169	103	498
1957 <sup>1</sup> .....	100	142	178	105	525
Per cent of year:					
1950 .....	15.9	25.7	35.0	23.4	100.0
1951 .....	19.3	26.4	34.3	20.0	100.0
1952 .....	18.5	28.4	32.3	20.8	100.0
1953 .....	18.6	26.0	34.0	21.4	100.0
1954 .....	16.7	26.2	34.5	22.6	100.0
1955 .....	17.4	26.5	34.7	21.4	100.0
1956 .....	18.7	26.7	33.9	20.7	100.0
1957 <sup>1</sup> .....	19.1	27.0	33.9	20.0	100.0
Quarterly Balance (Net Credits + Net Debits -)					
1950 .....	- 13	- 7	+ 73	- 4	+ 49
1951 .....	- 31	- 23	+ 61	- 13	- 6
1952 .....	- 39	- 44	+ 46	- 29	- 66
1953 .....	- 42	- 38	+ 48	- 31	- 63
1954 .....	- 41	- 43	+ 38	- 38	- 84
1955 .....	- 52	- 53	+ 26	- 42	- 121
1956 .....	- 67	- 68	+ 22	- 48	- 161
1957 <sup>1</sup> .....	- 69	- 66	+ 19	- 46	- 162

1. Subject to revision.

## STATISTICAL TABLES

**TABLE 1. Number of and Expenditures by Non-Resident Motorists Travelling on Customs Permits<sup>1</sup> Who Departed from Canada in 1957, Classified by Length of Visit**

Days stay	Number of permits	% of total permits	Average expenditure per car	Estimated expenditures	% of total expenditures	Number of car days	Average expenditure per car per day
			\$	\$			\$
1 .....	879,771	35.36	8.55	7,522,042	5.58	879,771	8.55
2 .....	514,215	20.67	20.32	10,448,849	7.76	1,028,430	10.16
3 .....	284,002	11.41	47.91	13,606,536	10.10	852,006	15.97
4 .....	178,630	7.18	69.66	12,443,366	9.24	714,520	17.42
5 .....	124,729	5.01	90.04	11,230,599	8.34	623,645	18.01
6 .....	86,213	3.46	106.96	9,221,342	6.85	517,278	17.83
7 .....	73,831	2.97	123.85	9,143,969	6.79	516,817	17.69
8 .....	80,593	3.24	130.83	10,543,982	7.83	644,744	16.35
9 .....	48,145	1.94	142.54	6,862,588	5.09	433,305	15.84
10 .....	30,948	1.24	152.99	4,734,735	3.51	309,480	15.30
11 .....	22,680	0.91	157.60	3,574,368	2.65	249,480	14.33
12 .....	17,956	0.72	164.43	2,952,505	2.19	215,472	13.70
13 .....	16,138	0.65	169.31	2,732,325	2.03	209,794	13.02
14 .....	16,764	0.67	173.30	2,905,201	2.16	234,696	12.38
15 .....	17,645	0.71	171.60	3,027,882	2.25	264,675	11.44
16 .....	10,369	0.42	174.33	1,807,628	1.34	165,904	10.90
17 .....	6,856	0.28	180.41	1,236,891	0.92	116,552	10.61
18 .....	4,755	0.19	189.49	901,025	0.67	85,590	10.53
19 .....	3,928	0.16	197.80	776,958	0.58	74,632	10.41
20 .....	3,415	0.14	200.44	684,503	0.51	68,300	10.02
21 .....	3,293	0.13	205.72	677,436	0.50	69,153	9.80
22 .....	3,219	0.13	205.84	662,599	0.49	70,818	9.36
23 .....	2,324	0.09	201.61	468,542	0.35	53,452	8.77
24 .....	2,038	0.08	207.83	423,558	0.31	48,912	8.66
25 .....	1,732	0.07	196.83	340,910	0.25	43,300	7.87
26 .....	1,631	0.06	197.51	322,139	0.24	42,406	7.60
27 .....	1,616	0.06	203.32	328,565	0.24	43,632	7.53
28 .....	1,731	0.07	191.05	330,708	0.25	48,468	6.82
29 .....	1,914	0.08	199.18	381,231	0.28	55,506	6.87
30-39 .....	11,646	0.47	157.36	1,832,615	1.36	389,094	4.71
40-49 .....	4,968	0.20	238.02	1,182,483	0.88	219,433	5.39
50-59 .....	3,914	0.16	253.88	993,686	0.74	213,415	4.66
60-69 .....	4,295	0.17	216.36	929,266	0.69	274,544	3.38
70-79 .....	2,520	0.10	313.92	791,078	0.59	187,551	4.22
80-89 .....	2,286	0.09	360.12	823,234	0.61	193,364	4.26
90-99 .....	1,854	0.08	362.03	671,204	0.50	174,427	3.85
100-119 .....	2,388	0.10	414.09	988,847	0.73	260,373	3.80
120-139 .....	2,069	0.08	468.31	968,933	0.72	266,345	3.64
140-169 .....	3,024	0.12	475.57	1,438,124	1.07	467,526	3.08
170-199 .....	3,925	0.16	465.08	1,825,439	1.35	719,928	2.54
200-over .....	4,131	0.17	475.41	1,963,919	1.46	1,140,790	1.72
<b>Total</b> .....	<b>2,488,101</b>	<b>100.00</b>	<b>54.14</b>	<b>134,701,810<sup>2</sup></b>	<b>100.00</b>	<b>13,187,328</b>	<b>10.21</b>
Average length of stay .....						per car 5.30	

1. Exclusive of commuters, summer residents and locals.

2. Expenditure data in this table are calculated on a Dominion basis, hence do not agree with similar data in Statement 3 which are calculated on a provincial basis.

**TABLE 1A. Number of and Average Expenditure Per Day by Non-Resident Motorists Travelling on Customs Permits<sup>1</sup> Who Departed from Canada in 1957, Classified by Length of Visit**

Days stay	Average persons per car	Number of persons	Number of person-days	Average expenditure per person per day
				\$
1 .....	3. 16	2, 783, 209	2, 783, 209	2. 70
2 .....	2. 89	1, 485, 451	2, 970, 902	3. 52
3 .....	2. 84	805, 517	2, 416, 551	5. 63
4 .....	2. 80	499, 760	1, 999, 040	6. 22
5 .....	2. 78	346, 919	1, 734, 595	6. 47
6 .....	2. 79	240, 786	1, 444, 716	6. 38
7 .....	2. 91	214, 717	1, 503, 019	6. 08
8 .....	3. 09	248, 842	1, 990, 736	5. 30
9 .....	2. 95	141, 984	1, 277, 856	5. 37
10 .....	2. 83	87, 497	874, 970	5. 41
11 .....	2. 78	62, 995	692, 945	5. 16
12 .....	2. 77	49, 734	596, 808	4. 95
13 .....	2. 83	45, 606	592, 878	4. 61
14 .....	2. 93	49, 044	686, 616	4. 23
15 .....	3. 04	53, 726	805, 890	3. 76
16 .....	2. 86	29, 613	473, 808	3. 82
17 .....	2. 68	18, 385	312, 545	3. 96
18 .....	2. 60	12, 348	222, 264	4. 05
19 .....	2. 58	10, 136	192, 584	4. 03
20 .....	2. 56	8, 733	174, 660	3. 92
21 .....	2. 54	8, 349	175, 329	3. 86
22 .....	2. 64	8, 483	186, 626	3. 55
23 .....	2. 52	5, 859	134, 757	3. 48
24 .....	2. 45	4, 992	119, 808	3. 54
25 .....	2. 32	4, 019	100, 475	3. 39
26 .....	2. 31	3, 771	98, 046	3. 29
27 .....	2. 38	3, 844	103, 788	3. 17
28 .....	2. 39	4, 138	115, 864	2. 85
29 .....	2. 38	4, 558	132, 182	2. 88
30 - 39 .....	2. 37	27, 606	922, 316	1. 99
40 - 49 .....	2. 41	11, 997	529, 907	2. 23
50 - 59 .....	2. 34	9, 161	499, 549	1. 99
60 - 69 .....	2. 26	9, 696	619, 768	1. 50
70 - 79 .....	2. 35	5, 933	441, 593	1. 79
80 - 89 .....	2. 30	5, 259	444, 859	1. 85
90 - 99 .....	2. 24	4, 153	390, 714	1. 72
100 - 119 .....	2. 36	5, 631	613, 948	1. 61
120 - 139 .....	2. 33	4, 822	620, 736	1. 56
140 - 169 .....	2. 37	7, 179	1, 109, 945	1. 30
170 - 199 .....	2. 32	9, 106	1, 670, 223	1. 09
200 - over .....	2. 58	10, 669	2, 946, 244	0. 67
<b>Total</b> .....	<b>2. 96</b>	<b>7, 354, 227</b>	<b>33, 723, 269</b>	<b>3. 77</b>
Average length of stay .....			per person 4. 86	

1. Exclusive of commuters, summer residents and locals.

**TABLE 2. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada During the Calendar Year 1957, Grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit**

Ports of entry	Ports of exit	Number of permits by length of stay			Total
		1 day	2 days	3 days and over	
Section 1. Traffic within Ontario:					
(a) St. Lawrence River Ports .....	Fort Erie and Niagara Falls .....	777	3, 228	9, 461	13, 466
	Lake Erie Ports .....	—	1	2	3
	St. Clair and Detroit River Ports ....	526	2, 478	2, 538	5, 542
	Sault Ste. Marie .....	128	1, 027	1, 028	2, 183
	Western Ontario Ports .....	—	1	59	60
	St. Lawrence River Ports .....	23, 892	14, 476	66, 666	105, 034
	All Ports in Canada .....	26, 955	25, 260	92, 979	145, 194
(b) Fort Erie and Niagara Falls .....	St. Lawrence River Ports .....	1, 474	7, 921	17, 076	26, 471
	Lake Erie Ports .....	7	39	50	96
	St. Clair and Detroit River Ports ....	105, 118	62, 905	17, 063	185, 086
	Sault Ste. Marie .....	56	902	3, 063	4, 021
	Western Ontario Ports .....	—	6	260	266
	Fort Erie and Niagara Falls .....	180, 150	86, 391	189, 826	456, 367
	All Ports in Canada .....	286, 882	159, 134	246, 933	692, 949
(c) Lake Erie Ports .....	St. Lawrence River Ports .....	—	—	11	11
	Fort Erie and Niagara Falls .....	10	20	79	109
	St. Clair and Detroit River Ports ....	91	27	129	247
	Sault Ste. Marie .....	—	—	6	6
	Western Ontario Ports .....	—	—	1	1
	Lake Erie Ports .....	1	13	504	518
	All Ports in Canada .....	102	60	736	898
(d) St. Clair and Detroit River Ports ....	St. Lawrence River Ports .....	485	2, 228	3, 848	6, 561
	Fort Erie and Niagara Falls .....	101, 987	62, 512	23, 842	188, 341
	Lake Erie Ports .....	43	40	50	133
	Sault Ste. Marie .....	22	365	6, 319	6, 706
	Western Ontario Ports .....	—	1	239	240
	St. Clair and Detroit River Ports .....	152, 503	47, 078	116, 538	316, 119
	All Ports in Canada .....	255, 069	112, 594	161, 916	529, 579
(e) Sault Ste. Marie .....	St. Lawrence River Ports .....	212	1, 197	1, 318	2, 727
	Fort Erie and Niagara Falls .....	84	1, 671	3, 980	5, 735
	Lake Erie Ports .....	—	—	7	7
	St. Clair and Detroit River Ports ....	21	380	4, 974	5, 375
	Western Ontario Ports .....	—	17	276	293
	Sault Ste. Marie .....	4, 168	3, 872	24, 556	32, 596
	All Ports in Canada .....	4, 532	7, 820	38, 748	51, 100
(f) Western Ontario Ports .....	St. Lawrence River Ports .....	—	2	77	79
	Fort Erie and Niagara Falls .....	—	—	309	309
	Lake Erie Ports .....	—	—	1	1
	St. Clair and Detroit River Ports ....	—	1	199	200
	Sault Ste. Marie .....	20	14	359	393
	Western Ontario Ports .....	7, 741	8, 939	45, 564	62, 244
	All Ports in Canada .....	7, 939	10, 389	51, 794	70, 122

**TABLE 2. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada During the Calendar Year 1957, Grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit — Continued**

Ports of entry	Ports of exit	Number of permits by length of stay			Total
		1 day	2 days	3 days and over	
<b>Section II. Traffic from Ontario to Other Provinces:</b>					
St. Lawrence River Ports .....	All Ports in Quebec .....	1,621	3,973	11,769	17,363
All Ports in Ontario West of Kingston and East of Port Arthur .....	All Ports in Quebec .....	143	1,909	30,325	32,377
All Ports in Ontario .....	All Ports in Quebec .....	1,765	5,882	42,233	49,880
	All Ports in the Maritime Provinces	21	188	5,203	5,412
	All Ports in Manitoba .....	174	1,406	3,937	5,517
All Ports in Western Ontario .....	All Ports in Manitoba .....	174	1,404	3,845	5,423
All Ports in Ontario .....	All Ports in Ontario .....	579,516	307,752	540,278	1,427,546
	All Ports in Canada .....	581,479	315,257	593,106	1,489,842
<b>Section III. Traffic from the Maritime Provinces to Other Provinces:</b>					
All Ports in the Maritime Provinces ..	All Ports in Quebec .....	534	549	4,215	5,298
	All Ports in Ontario .....	65	200	3,137	3,402
	All Ports in the Maritime Provinces	58,553	23,117	77,496	159,166
	All Ports in Canada .....	59,152	23,868	84,871	167,891
<b>Section IV. Traffic from Quebec to Other Provinces:</b>					
All Ports in Quebec .....	All Ports in Ontario on the St. Lawrence River .....	1,655	3,487	9,019	14,161
	All Ports in Ontario West of Kingston and East of Port Arthur .....	189	1,453	17,452	19,094
	All Ports in Ontario .....	1,844	4,940	26,520	33,304
	All Ports in the Maritime Provinces	701	526	6,684	7,911
	All Ports in Quebec .....	134,892	83,798	157,721	376,411
	All Ports in Canada .....	137,437	89,264	190,990	417,691
<b>Section V. Traffic from Manitoba to Other Provinces:</b>					
All Ports in Manitoba .....	All Ports in Ontario .....	86	1,011	3,923	5,020
	All Ports in Western Ontario .....	86	1,011	3,844	4,941
	All Ports in Saskatchewan .....	83	85	897	1,065
	All Ports in Alberta .....	1	28	909	938
	All Ports in British Columbia .....	—	3	747	750
	All Ports in Yukon Territory .....	—	—	190	190
	All Ports in Manitoba .....	13,917	7,624	19,080	40,621
	All Ports in Canada .....	14,087	8,751	25,760	48,598

**TABLE 2. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada During the Calendar Year 1957, Grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit — Concluded**

Ports of entry	Ports of exit	Number of permits by length of stay			Total
		1 day	2 days	3 days and over	
Section VI. Traffic from Saskatchewan to Other Provinces:					
All Ports in Saskatchewan .....	All Ports in Manitoba .....	100	104	1,121	1,325
	All Ports in Alberta .....	6	75	1,031	1,112
	All Ports in British Columbia .....	—	22	743	765
	All Ports in Yukon Territory .....	—	—	378	378
	All Ports in Saskatchewan .....	4,762	3,110	10,096	17,968
	All Ports in Canada .....	4,868	3,330	13,780	21,978
Section VII. Traffic from Alberta to Other Provinces:					
All Ports in Alberta .....	All Ports in Manitoba .....	—	40	1,353	1,393
	All Ports in Saskatchewan .....	9	99	1,099	1,207
	All Ports in British Columbia .....	258	1,215	10,813	12,286
	All Ports in Yukon Territory .....	—	12	4,424	4,436
	All Ports in Alberta .....	8,090	4,570	15,079	27,739
	All Ports in Canada .....	8,358	5,941	33,736	48,035
Section VIII. Traffic from British Columbia to Other Provinces:					
All Ports in British Columbia .....	All Ports in Manitoba .....	—	12	618	630
	All Ports in Saskatchewan .....	1	8	468	477
	All Ports in Alberta .....	176	718	8,510	9,404
	All Ports in Yukon Territory .....	120 <sup>2</sup>	243 <sup>2</sup>	4,773	5,136
	All Ports in British Columbia .....	73,883	66,361	127,235	267,479
	All Ports in Canada .....	74,180	67,343	142,029	283,552
Section IX. Traffic from Yukon Territory to Other Provinces:					
All Ports in Yukon Territory .....	All Ports in Manitoba .....	—	—	243	243
	All Ports in Saskatchewan .....	—	—	323	323
	All Ports in Alberta .....	—	14	4,030	4,044
	All Ports in British Columbia .....	111 <sup>2</sup>	266 <sup>2</sup>	4,689	5,066
	All Ports in Yukon Territory .....	99	181	466	746
	All Ports in Canada .....	210	461	9,843	10,514

1. Exclusive of commuters, summer residents and locals.

2. Refers to traffic between Pleasant Camp, B.C., and Snag Creek, Y.T.

**TABLE 3. Average Declared Expenditure Per Car, Total Expenditures in Canada of Non-Resident Permit-Holding Motorists<sup>1</sup> Who Departed in 1957, Average Length of Visit and Average Expenditure Per Car Per Day, Classified by U.S. Federal States of Registration**

State of origin	Entries on customs permits as % of automobile registrations	Average declared expenditure per car	Total expenditure	Average length of visit	Average expenditure per car per day
	%	\$	\$	(days)	\$
Alabama .....	0.5	66.76	283,463	9.81	6.80
Arizona .....	0.8	124.41	369,498	13.13	9.47
Arkansas .....	0.3	90.61	136,459	14.95	6.06
California .....	1.2	107.16	7,597,430	7.93	13.51
Colorado .....	1.0	87.05	532,050	7.74	11.25
Connecticut .....	5.8	71.26	3,645,662	5.23	13.62
Delaware .....	2.5	100.63	332,783	6.40	15.73
Dist. of Columbia .....	2.2	99.07	382,509	7.21	13.74
Florida .....	1.3	104.89	2,283,036	14.26	7.36
Georgia .....	0.4	72.78	290,974	11.55	6.30
Idaho .....	3.2	74.67	574,287	8.02	9.31
Illinois .....	2.3	89.13	6,179,650	6.15	14.50
Indiana .....	2.0	70.43	2,191,218	5.68	12.40
Iowa .....	1.7	103.42	1,768,379	6.48	15.96
Kansas .....	1.0	83.61	675,987	7.83	10.67
Kentucky .....	0.7	71.59	424,099	7.86	9.11
Louisiana .....	0.4	105.81	390,651	16.28	6.50
Maine .....	44.9	25.75	3,156,409	7.46	3.45
Maryland .....	1.7	89.26	1,314,711	6.33	14.11
Massachusetts .....	7.5	82.64	9,119,241	6.14	13.46
Michigan .....	16.4	31.91	14,705,085	4.74	6.74
Minnesota .....	4.6	68.93	3,744,829	6.12	11.26
Mississippi .....	0.3	115.30	174,103	20.22	5.70
Missouri .....	1.0	90.79	1,100,647	7.48	12.14
Montana .....	8.7	58.70	1,252,071	5.01	11.73
Nebraska .....	1.2	102.06	604,195	7.79	13.10
Nevada .....	1.1	118.64	147,588	11.69	10.15
New Hampshire .....	17.6	42.88	1,407,322	4.07	10.53
New Jersey .....	3.5	93.25	6,147,564	5.59	16.70
New Mexico .....	0.6	95.83	164,061	12.74	7.52
New York .....	13.3	53.62	30,346,185	7.47	7.18
North Carolina .....	0.5	70.46	403,806	10.40	6.77
North Dakota .....	13.0	42.59	1,186,813	5.49	7.76
Ohio .....	4.6	76.33	11,610,327	6.51	11.72
Oklahoma .....	0.6	126.42	598,725	14.15	8.94
Oregon .....	4.3	97.10	2,730,646	6.52	14.88
Pennsylvania .....	3.7	75.23	9,644,035	5.54	13.58
Rhode Island .....	5.4	72.83	1,094,198	5.77	12.63
South Carolina .....	0.4	79.14	191,598	10.55	7.50
South Dakota .....	1.5	109.09	391,633	6.76	16.14
Tennessee .....	0.5	64.10	326,461	7.81	8.21
Texas .....	0.4	107.49	1,520,446	12.09	8.89
Utah .....	1.5	81.84	357,968	6.62	12.36
Vermont .....	78.1	15.29	1,378,546	3.57	4.28
Virginia .....	1.0	81.94	926,987	8.87	9.24
Washington .....	18.2	53.22	9,717,919	4.16	12.78
West Virginia .....	1.3	76.54	460,005	6.78	11.29
Wisconsin .....	2.5	82.01	2,504,913	5.59	14.67
Wyoming .....	1.3	94.21	149,040	9.97	9.45

1. Including commuters, summer residents and locals.

**TABLE 4. Number of Non-Resident Automobiles Which Entered Canada on Customs Permits<sup>1</sup> Through Provinces Indicated and Which Departed in 1957, Classified by United States Federal States or Countries of Registration**

State	Nfld. P.E.I. N.S. <sup>1</sup>	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Alabama .....	30	281	490	2,862	71	30	161	294	27	4,246
Arizona .....	15	74	127	1,067	94	81	422	1,029	61	2,970
Arkansas .....	27	67	88	911	63	40	97	191	22	1,506
California .....	126	794	1,926	14,341	1,317	889	6,207	44,512	786	70,898
Colorado .....	14	131	248	1,983	223	289	1,283	1,837	104	6,112
Connecticut .....	728	8,789	24,526	16,640	43	20	175	226	13	51,160
Delaware .....	58	285	863	1,975	15	3	49	52	7	3,307
Dist. of Columbia ..	59	315	1,041	2,274	17	9	57	86	3	3,861
Florida .....	196	1,658	3,677	14,334	284	117	548	855	97	21,766
Georgia .....	51	350	605	2,529	55	20	105	266	17	3,998
Idaho .....	4	100	72	507	65	84	1,182	5,592	85	7,691
Illinois .....	188	1,202	3,126	58,092	2,031	562	2,133	1,882	117	69,333
Indiana .....	110	571	1,158	27,468	384	166	565	605	85	31,112
Iowa .....	36	181	465	12,523	1,380	669	898	863	84	17,099
Kansas .....	22	629	327	4,363	724	318	662	979	61	8,085
Kentucky .....	33	269	294	4,927	61	32	112	173	23	5,924
Louisiana .....	42	159	441	2,220	109	81	240	356	44	3,692
Maine .....	678	92,422	25,670	3,689	18	9	39	42	12	122,579
Maryland .....	248	1,008	3,201	9,734	81	22	175	242	18	14,729
Massachusetts .....	3,153	24,657	50,883	30,824	91	62	289	354	36	110,349
Michigan .....	194	1,400	3,227	451,357	1,248	471	1,360	1,410	163	460,830
Minnesota .....	36	215	742	32,736	15,215	1,706	2,190	1,355	133	54,328
Mississippi .....	30	108	157	827	69	41	120	137	21	1,510
Missouri .....	65	285	488	8,777	635	171	778	859	65	12,123
Montana .....	3	18	56	565	268	5,152	12,377	2,774	117	21,330
Nebraska .....	23	144	210	3,015	750	412	580	731	55	5,920
Nevada .....	10	19	45	348	32	22	157	582	29	1,244
New Hampshire .....	264	2,656	26,051	3,759	7	5	34	36	8	32,820
New Jersey .....	907	4,908	21,200	37,506	142	50	491	603	48	65,855
New Mexico .....	20	86	101	684	53	77	273	391	27	1,712
New York .....	1,980	9,348	126,047	425,988	349	103	980	1,077	77	565,949
North Carolina .....	83	444	791	3,982	51	27	115	217	21	5,731
North Dakota .....	11	55	66	1,582	17,871	7,402	542	300	37	27,866
Ohio .....	351	1,896	4,966	142,132	430	166	1,037	1,022	107	152,107
Oklahoma .....	39	118	211	2,424	341	250	590	724	39	4,736
Oregon .....	20	135	213	1,192	192	203	1,096	24,795	276	28,122
Pennsylvania .....	757	4,622	13,998	106,932	213	112	625	827	108	128,194
Rhode Island .....	226	1,849	8,367	4,474	10	5	32	59	2	15,024
South Carolina .....	29	190	450	1,492	24	12	67	136	21	2,421
South Dakota .....	11	19	71	1,326	950	514	377	294	28	3,590
Tennessee .....	58	212	450	3,891	96	24	150	190	22	5,093
Texas .....	95	673	1,120	6,963	615	392	1,796	2,302	189	14,145
Utah .....	1	27	140	709	52	56	1,580	1,756	53	4,374
Vermont .....	79	749	86,121	3,104	12	6	27	58	4	90,160
Virginia .....	178	960	2,189	7,240	102	21	188	410	25	11,313
Washington .....	23	104	265	2,005	267	321	2,619	176,558	437	182,599
West Virginia .....	35	176	245	5,364	19	10	47	103	11	6,010
Wisconsin .....	42	294	790	25,506	1,396	510	1,071	839	96	30,544
Wyoming .....	12	30	32	235	56	208	564	407	38	1,582
<b>Total U.S. ....</b>	<b>11,400</b>	<b>165,682</b>	<b>418,037</b>	<b>1,499,378</b>	<b>48,591</b>	<b>21,952</b>	<b>47,262</b>	<b>281,388</b>	<b>3,959</b>	<b>2,497,649</b>
<b>Other Countries<sup>2</sup></b>	<b>32</b>	<b>79</b>	<b>466</b>	<b>1,318</b>	<b>73</b>	<b>85</b>	<b>806</b>	<b>2,552</b>	<b>6,560</b>	<b>11,971</b>
<b>Grand Total .....</b>	<b>11,432</b>	<b>165,761</b>	<b>418,503</b>	<b>1,500,696</b>	<b>48,664</b>	<b>22,037</b>	<b>48,068</b>	<b>283,940</b>	<b>10,519</b>	<b>2,509,620</b>

1. Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from foreign countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

2. Other Countries comprise: Alaska 10,057, Argentina 11, Australia 4, Austria 1, Bahamas 26, Belgium 14, Bermuda 16, Bolivia 5, Brazil 7, British West Indies 2, Chile 2, China 10, Colombia 7, Costa Rica 1, Cuba 103, Denmark 15, Ecuador 1, England 205, France 93, Germany 262, Greece 1, Guam 11, Guatemala 5, Haiti 2, Hawaiian Islands 579, Hong Kong 7, Iceland 1, Iran 2, Ireland 4, Italy 14, Jamaica 5, Japan 53, Java 3, Jordan 1, Lebanon 1, Mexico 143, Netherlands 31, Netherlands Antilles 16, New Zealand 2, Nicaragua 1, Norway 5, Okinawa 1, Panama Canal Zone 140, Peru 3, Philippine Islands 2, Puerto Rico 13, St. Pierre and Miquelon 4, Salvador 1, Scotland 1, South Africa 19, Sweden 8, Switzerland 29, Trinidad 1, Uruguay 1, Venezuela 8, Virgin Islands 10, Wales 1.

**TABLE 5. Number of Non-Resident Automobiles Which Entered Canada on Customs Permits<sup>1</sup> Through Provinces Indicated, and Which Departed in 1957 After Remaining Three Days or Over, Classified by U.S. Federal States or Countries of Registration**

State	Nfld. <sup>2</sup> P.E.I. N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total	Long-term visits <sup>4</sup>
											%
Alabama .....	29	106	218	685	51	28	141	154	26	1,438	34
Arizona .....	15	31	71	467	74	67	313	627	60	1,725	58
Arkansas .....	27	30	49	256	46	36	82	92	22	640	42
California .....	124	500	1,285	5,339	1,072	793	4,933	29,728	747	44,521	63
Colorado .....	12	74	148	654	151	221	1,007	995	101	3,363	55
Connecticut .....	708	5,543	16,168	6,354	39	18	144	141	13	29,128	57
Delaware .....	56	197	573	939	13	3	38	32	5	1,856	56
Dist. of Col. ....	57	220	764	1,200	16	8	45	50	3	2,363	61
Florida .....	190	1,043	2,359	6,782	202	97	483	547	86	11,789	54
Georgia .....	50	175	333	936	41	15	82	138	17	1,787	45
Idaho .....	3	21	26	116	47	68	761	3,044	83	4,169	54
Illinois .....	183	732	2,308	31,858	1,661	497	1,740	964	115	40,058	58
Indiana .....	109	329	767	13,450	292	139	453	295	82	15,916	51
Iowa .....	35	88	300	7,789	966	578	648	383	80	10,867	64
Kansas .....	22	143	195	1,768	471	226	471	387	58	3,741	46
Kentucky .....	32	114	197	2,097	46	26	92	89	22	2,715	46
Louisiana .....	42	72	240	813	76	56	189	155	41	1,684	46
Maine .....	647	20,402	12,206	997	10	8	27	27	11	34,335	28
Maryland .....	239	734	2,260	4,637	63	18	141	151	17	8,260	56
Massachusetts .....	3,093	20,944	34,411	10,367	75	42	240	222	35	69,429	63
Michigan .....	190	1,025	2,261	122,098	1,122	441	1,198	884	158	129,377	28
Minnesota .....	36	144	373	16,239	6,933	1,475	1,533	753	126	27,612	51
Mississippi .....	30	37	83	301	49	35	96	50	21	702	46
Missouri .....	65	151	339	3,960	428	138	580	406	65	6,132	51
Montana .....	3	14	27	196	187	2,635	5,925	1,503	99	10,589	50
Nebraska .....	23	52	116	1,496	532	343	431	290	54	3,337	56
Nevada .....	10	13	23	150	18	18	131	425	28	816	66
New Hampshire .....	261	1,952	12,015	953	6	5	29	25	8	15,254	46
New Jersey .....	891	3,653	14,544	19,055	118	48	416	372	47	39,144	59
New Mexico .....	20	39	60	215	32	63	198	196	26	849	50
New York .....	1,938	7,309	51,740	150,315	302	91	859	669	70	213,293	38
North Carolina .....	82	240	507	1,701	33	18	96	106	21	2,804	49
North Dakota .....	11	16	32	775	6,999	3,140	392	201	36	11,602	42
Ohio .....	347	1,212	3,407	88,794	368	154	845	518	98	95,743	63
Oklahoma .....	38	56	114	1,031	259	185	453	308	38	2,482	52
Oregon .....	20	66	129	443	144	165	848	16,978	258	19,051	68
Pennsylvania .....	751	2,889	9,235	59,834	179	87	518	431	104	74,028	58
Rhode Island .....	222	1,447	6,231	1,351	9	5	28	39	1	9,333	62
South Carolina .....	29	95	236	490	14	9	57	77	21	1,028	42
South Dakota .....	11	9	32	621	654	448	261	135	26	2,197	61
Tennessee .....	57	94	242	1,060	72	19	111	94	21	1,770	35
Texas .....	94	243	574	2,350	425	311	1,388	1,104	182	6,671	47
Utah .....	1	15	65	182	32	44	1,138	820	44	2,341	54
Vermont .....	79	492	11,213	940	10	6	23	25	4	12,792	14
Virginia .....	175	543	1,408	3,353	81	18	157	207	24	5,966	53
Washington .....	23	62	168	710	211	276	1,936	74,589	411	78,386	43
West Virginia .....	35	75	135	2,886	16	8	41	32	9	3,237	54
Wisconsin .....	42	172	544	13,598	1,013	436	842	456	94	17,197	56
Wyoming .....	12	13	19	80	40	134	392	208	37	935	59
<b>Total U.S. ....</b>	<b>11,169</b>	<b>73,626</b>	<b>190,750</b>	<b>592,681</b>	<b>25,698</b>	<b>18,699</b>	<b>32,952</b>	<b>140,122</b>	<b>3,755</b>	<b>1,084,452</b>	<b>43</b>
<b>Other Countries<sup>3</sup> .....</b>	<b>26</b>	<b>50</b>	<b>240</b>	<b>425</b>	<b>62</b>	<b>81</b>	<b>784</b>	<b>1,907</b>	<b>6,088</b>	<b>9,663</b>	<b>81</b>
<b>Grand Total .....</b>	<b>11,195</b>	<b>73,676</b>	<b>190,990</b>	<b>593,106</b>	<b>25,760</b>	<b>13,780</b>	<b>33,736</b>	<b>142,029</b>	<b>9,843</b>	<b>1,094,115</b>	<b>44</b>
Long term visits <sup>4</sup> ..... %	98	44	46	40	53	63	70	50	94	44	—

1. Exclusive of commuters, summer residents and locals.

2. Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from other countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

3. Other Countries comprise: Alaska 8,746, Argentina 8, Australia 3, Austria 1, Bahamas 20, Belgium 13, Bermuda 8, Bolivia 4, Brazil 6, British West Indies 2, Chile 2, China 1, Colombia 5, Costa Rica 1, Cuba 65, Denmark 4, Ecuador 1, England 97, France 46, Germany 72, Greece 1, Guam 3, Guatemala 3, Haiti 2, Hawaiian Islands 256, Hong Kong 7, Iceland 3, Iran 2, Italy 10, Jamaica 4, Japan 26, Java 3, Lebanon 1, Mexico 92, Netherlands 26, Netherlands Antilles 13, New Zealand 1, Nicaragua 1, Norway 2, Okinawa 1, Panama Canal Zone 47, Philippine Islands 2, Puerto Rico 12, St. Pierre and Miquelon 4, Scotland 1, South Africa 10, Sweden 8, Switzerland 8, Trinidad 1, Uruguay 1, Venezuela 4, Virgin Islands 2, Wales 1.

4. Long-term visits as percentage of long and short-term visits.

**TABLE 6. Number of Non-Resident Automobiles Travelling in Canada on Customs Permits Which Departed in the Years 1953-1957 (Classified by U.S. Federal States of Registration)**

State of origin	1953	1954	1955	1956	1957
<b>North Eastern .....</b>	<b>1, 124, 601</b>	<b>1, 097, 044</b>	<b>1, 132, 735</b>	<b>1, 149, 815</b>	<b>1, 182, 090</b>
Connecticut .....	47, 727	46, 860	47, 196	49, 450	51, 160
Maine .....	114, 984	111, 796	114, 649	121, 187	122, 579
Massachusetts .....	106, 936	104, 806	107, 760	109, 665	110, 349
New Hampshire .....	28, 774	28, 865	30, 150	32, 414	32, 820
New Jersey .....	62, 232	60, 342	62, 828	63, 369	65, 855
New York .....	517, 471	517, 998	543, 086	548, 690	565, 949
Pennsylvania .....	134, 280	121, 739	122, 597	117, 496	128, 194
Rhode Island .....	16, 482	15, 136	15, 637	15, 351	15, 024
Vermont .....	95, 715	89, 502	88, 832	92, 193	90, 160
% of Total .....	45. 4	45. 2	45. 3	46. 6	47. 1
<b>Great Lakes .....</b>	<b>789, 136</b>	<b>772, 012</b>	<b>791, 755</b>	<b>749, 770</b>	<b>743, 926</b>
Illinois .....	80, 240	78, 549	77, 559	71, 665	69, 333
Indiana .....	36, 536	34, 443	34, 376	32, 392	31, 112
Michigan .....	481, 916	477, 874	494, 204	468, 587	460, 830
Ohio .....	158, 806	150, 088	153, 239	145, 713	152, 107
Wisconsin .....	31, 638	31, 058	32, 377	31, 413	30, 544
% of Total .....	31. 9	31. 8	31. 7	30. 4	29. 7
<b>North Western .....</b>	<b>86, 690</b>	<b>94, 702</b>	<b>97, 348</b>	<b>98, 114</b>	<b>103, 524</b>
Minnesota .....	43, 600	49, 658	52, 711	52, 170	54, 328
Montana .....	17, 981	19, 100	19, 486	21, 271	21, 330
North Dakota .....	25, 109	25, 944	25, 149	24, 673	27, 866
% of Total .....	3. 5	3. 9	3. 9	4. 0	4. 1
<b>West Coast .....</b>	<b>276, 140</b>	<b>270, 463</b>	<b>275, 628</b>	<b>278, 076</b>	<b>281, 619</b>
California .....	71, 620	69, 434	67, 470	67, 730	70, 898
Oregon .....	26, 980	26, 295	28, 153	28, 506	28, 122
Washington .....	177, 540	174, 734	180, 005	181, 840	182, 599
% of Total .....	11. 2	11. 2	11. 0	11. 2	11. 2
<b>Other (Remaining States and Foreign Countries) .....</b>	<b>198, 775</b>	<b>192, 619</b>	<b>200, 924</b>	<b>193, 856</b>	<b>198, 461</b>
% of Total .....	8. 0	7. 9	8. 0	7. 8	7. 9
<b>Total .....</b>	<b>2, 475, 342</b>	<b>2, 426, 840</b>	<b>2, 498, 388</b>	<b>2, 469, 631</b>	<b>2, 509, 620</b>

**TABLE 7. Average Expenditure Per Car Declared by Non-Resident Permit-Holding Motorists<sup>1</sup> by U.S. Federal States of Registration, 1953-1957**

State of registration	Average declared expenditure per car				
	1953	1954	1955	1956	1957
<b>North Eastern:</b>					
Connecticut .....	71.32	67.74	68.86	72.58	71.26
Maine .....	22.08	23.21	24.85	26.18	25.75
Massachusetts .....	83.06	80.90	81.34	85.38	82.64
New Hampshire .....	47.93	43.83	44.07	45.70	42.88
New Jersey .....	93.91	91.22	91.08	97.30	93.35
New York .....	53.34	51.76	52.62	52.78	53.62
Pennsylvania .....	78.08	77.84	78.49	78.83	75.23
Rhode Island .....	76.35	67.63	70.91	71.52	72.83
Vermont .....	14.12	13.75	15.45	15.69	15.29
<b>Great Lakes:</b>					
Illinois .....	79.67	69.32	84.76	90.74	89.13
Indiana .....	67.02	61.65	70.39	72.84	70.43
Michigan .....	30.32	30.87	28.44	31.85	31.91
Ohio .....	78.80	79.40	80.45	80.47	76.33
Wisconsin .....	79.25	67.57	77.41	79.92	82.01
<b>North Western:</b>					
Minnesota .....	66.65	59.07	64.78	68.13	68.93
Montana .....	64.95	61.20	60.84	58.77	58.70
North Dakota .....	47.65	42.54	42.81	44.31	42.59
<b>West Coast:</b>					
California .....	102.41	103.41	107.47	108.68	107.16
Oregon .....	99.82	97.22	95.56	97.47	97.10
Washington .....	53.76	52.93	51.87	52.95	53.22
<b>Other:</b>					
Remaining States and Foreign Countries .....	87.34	85.45	89.36	92.27	95.38

1. Including commuters, summer residents and locals.

**TABLE 8. Number and Expenditures of Canadian Automobiles Returning to Canada in 1957,  
Classified by Length of Visit**

Days stay	Number of cars	% of total cars	Average expenditure per car	Estimated expenditures	% of total expend- itures	Number of car days	Average expenditure per car per day
			\$	\$			\$
1 .....	6,328,736	81.62	5.03	31,847,542	15.25	6,328,736	5.03
2 <sup>1</sup> .....	348,142	4.49	35.04	12,198,983	5.84	696,284	17.52
3 .....	542,753	7.00	98.25	53,327,121	25.54	1,628,259	32.75
4 .....	130,027	1.68	122.13	15,880,426	7.60	520,108	30.53
5 .....	72,281	0.93	118.38	8,556,287	4.10	361,405	23.68
6 .....	39,624	0.51	155.33	6,154,797	2.95	237,744	25.89
7 .....	103,494	1.34	154.46	15,986,004	7.65	724,458	22.07
8 .....	16,239	0.21	194.88	3,164,612	1.51	129,912	24.36
9 .....	9,562	0.12	213.68	2,043,228	0.98	86,058	23.74
10 .....	25,696	0.33	223.21	5,735,556	2.75	256,960	22.32
11 .....	5,323	0.07	249.91	1,330,276	0.64	58,553	22.72
12 .....	9,049	0.12	247.56	2,240,173	1.07	108,588	20.63
13 .....	2,798	0.04	269.65	754,481	0.36	36,374	20.74
14 .....	48,388	0.63	266.61	12,900,882	6.18	677,432	19.04
15 .....	4,473	0.06	287.28	1,195,540	0.57	67,095	17.82
16 .....	2,166	0.03	340.61	737,753	0.35	34,656	21.29
17 .....	1,857	0.02	376.87	699,848	0.34	31,569	22.17
18 .....	2,472	0.03	352.98	872,557	0.42	44,496	19.61
19 .....	706	0.01	423.55	299,024	0.14	13,414	22.29
20 .....	1,820	0.02	351.58	639,878	0.31	36,400	17.58
21 .....	21,320	0.27	395.90	8,440,575	4.04	447,720	18.85
22 .....	868	0.01	460.11	399,379	0.19	19,096	20.91
23 .....	323	—	452.95	146,303	0.07	7,429	19.69
24 .....	412	0.01	459.89	189,475	0.09	9,888	19.16
25 .....	598	0.01	492.45	294,486	0.14	14,950	19.70
26 .....	161	—	586.42	94,414	0.05	4,186	22.55
27 .....	166	—	495.04	82,177	0.04	4,482	18.33
28 .....	3,609	0.05	579.99	2,093,185	1.00	101,052	20.71
29 .....	77	—	403.66	31,082	0.01	2,233	13.92
30-39 .....	12,657	0.16	532.95	6,745,601	3.23	407,470	16.55
40-49 .....	5,144	0.07	693.25	3,566,088	1.71	222,836	16.00
50-59 .....	562	0.01	620.04	348,461	0.17	30,671	11.36
60-69 .....	5,599	0.07	706.21	3,954,051	1.89	336,670	11.74
70-79 .....	867	0.01	861.68	747,078	0.36	63,140	11.83
80-89 .....	66	—	670.36	44,244	0.02	5,462	8.10
90-99 .....	3,093	0.04	763.43	2,361,299	1.13	279,054	8.46
100-119 .....	168	—	839.74	141,076	0.07	17,922	7.87
120-139 .....	1,117	0.01	892.38	996,793	0.48	135,617	7.35
140-169 .....	527	0.01	930.96	490,614	0.23	69,928	7.02
170-199 .....	510	0.01	1,049.67	535,333	0.26	91,767	5.83
200-over .....	383	—	1,468.49	562,431	0.27	106,795	5.27
<b>Total .....</b>	<b>7,753,833</b>	<b>100.00</b>	<b>26.93</b>	<b>208,829,113</b>	<b>100.00</b>	<b>14,456,869</b>	<b>14.44</b>
Average length of stay .....						per car 1.86	

1. Includes vehicles staying more than 24 hours and less than 48 hours.

**TABLE 8A. Number of and Average Expenditure Per Day by Canadian Motorists  
Returning to Canada in 1957, Classified by Length of Visit**

Days stay	Average persons per car	Number of persons	Number of person-days	Average expenditures per person per day
				\$
1 .....	2.71	17,151,410	17,151,410	1.86
2 <sup>1</sup> .....	2.88	1,001,175	2,002,350	6.09
3 .....	2.96	1,808,115	4,824,345	11.05
4 .....	2.98	386,931	1,547,724	10.26
5 .....	3.15	227,750	1,138,750	7.51
6 .....	3.06	121,283	727,698	8.46
7 .....	4.00	314,264	2,199,848	7.27
8 .....	3.07	49,924	399,392	7.92
9 .....	3.11	29,756	267,804	7.63
10 .....	2.94	75,668	756,680	7.58
11 .....	3.08	16,395	180,345	7.38
12 .....	3.06	27,728	332,736	6.73
13 .....	3.13	8,759	113,867	6.63
14 .....	3.06	147,930	2,071,020	6.23
15 .....	3.07	13,737	206,055	5.80
16 .....	3.06	6,620	105,920	6.97
17 .....	3.04	5,639	95,863	7.30
18 .....	2.89	7,149	128,682	6.78
19 .....	3.30	2,333	44,327	6.75
20 .....	3.02	5,496	109,920	5.82
21 .....	2.95	62,806	1,318,926	6.40
22 .....	2.95	2,560	56,320	7.09
23 .....	3.02	974	22,402	6.53
24 .....	3.33	1,371	32,904	5.76
25 .....	2.73	1,634	40,850	7.21
26 .....	2.84	457	11,882	7.95
27 .....	2.44	405	10,935	7.52
28 .....	3.03	10,920	305,760	6.85
29 .....	2.71	209	6,061	5.13
30 - 39 .....	2.71	34,240	1,102,186	6.12
40 - 49 .....	2.52	12,954	561,167	6.35
50 - 59 .....	3.06	1,718	93,751	3.72
60 - 69 .....	2.74	15,315	920,891	4.29
70 - 79 .....	2.52	2,182	158,915	4.70
80 - 89 .....	2.39	158	13,076	3.38
90 - 99 .....	2.42	7,492	675,928	3.49
100 - 119 .....	2.68	450	48,006	2.94
120 - 139 .....	2.40	2,684	325,864	3.06
140 - 169 .....	2.11	1,114	167,791	2.92
170 - 199 .....	2.15	1,098	197,574	2.71
200 - over .....	2.41	923	257,369	2.19
<b>Total</b> .....	<b>2.76</b>	<b>21,369,726</b>	<b>40,733,294</b>	<b>5.13</b>
Average length of stay .....			per person 1.91	

1. Includes vehicles staying more than 24 hours and less than 48 hours.

TABLE 9. State of Destination Reported by Canadians, Special Survey, 1957

Percentage of Persons Reporting Visits of 48 Hours or Over

State of Destination	Calendar Year	First Quarter	Second Quarter	Third Quarter	Fourth Quarter
	%	%	%	%	%
New York .....	26.14	27.15	20.99	24.96	31.86
Florida .....	11.55	20.72	23.28	3.44	4.71
Washington .....	11.06	8.78	9.82	12.58	11.94
Michigan .....	8.57	8.36	6.43	8.90	10.28
California .....	5.52	6.72	6.99	4.71	4.30
Massachusetts .....	5.38	3.64	4.81	6.74	5.36
Maine .....	3.25	0.76	1.71	6.15	2.52
Minnesota .....	3.14	1.59	2.34	4.10	3.79
Ohio .....	2.54	2.89	1.59	2.79	2.73
New Jersey .....	2.26	1.50	1.46	3.37	1.99
Illinois .....	2.04	2.16	1.64	2.24	2.01
Pennsylvania .....	2.03	1.94	1.95	2.05	2.14
Oregon .....	1.82	1.50	1.67	2.02	1.94
North Dakota .....	1.68	1.10	1.52	1.99	1.88
Vermont .....	1.66	0.89	1.27	1.87	2.37
Dist. of Columbia .....	1.24	1.25	1.65	1.06	1.11
Virginia .....	1.01	0.67	1.05	1.15	1.04
Connecticut .....	0.97	1.05	0.75	1.12	0.89
New Hampshire .....	0.94	0.40	0.73	1.44	0.86
Montana .....	0.70	0.34	0.57	0.96	0.75
Arizona .....	0.59	1.08	1.17	0.12	0.34
Indiana .....	0.58	0.49	0.99	0.43	0.52
Texas .....	0.51	0.69	0.94	0.23	0.37
Wisconsin .....	0.45	0.35	0.28	0.51	0.61
Idaho .....	0.38	0.19	0.43	0.62	0.16
Rhode Island .....	0.37	0.33	0.39	0.42	0.33
Missouri .....	0.32	0.34	0.36	0.31	0.30
Louisiana .....	0.28	0.49	0.30	0.23	0.14
Maryland .....	0.27	0.35	0.23	0.29	0.21
Wyoming .....	0.26	0.08	0.05	0.50	0.25
Colorado .....	0.24	0.22	0.19	0.24	0.30
Nevada .....	0.22	0.12	0.16	0.31	0.22
North Carolina .....	0.21	0.31	0.22	0.16	0.18
Iowa .....	0.19	0.24	0.08	0.25	0.16
Kentucky .....	0.18	0.12	0.24	0.16	0.18
Georgia .....	0.16	0.14	0.30	0.10	0.14
Tennessee .....	0.15	0.10	0.16	0.19	0.13
West Virginia .....	0.15	0.13	0.15	0.18	0.10
South Carolina .....	0.14	0.15	0.30	0.07	0.10
South Dakota .....	0.13	0.04	0.05	0.20	0.18
Utah .....	0.12	0.09	0.09	0.11	0.20
Alaska .....	0.11	0.02	0.08	0.24	0.04
Oklahoma .....	0.11	0.17	0.17	0.09	0.04
Delaware .....	0.10	0.13	0.09	0.07	0.11
Nebraska .....	0.08	0.03	0.09	0.10	0.08
Alabama .....	0.06	0.03	0.11	0.07	0.04
Kansas .....	0.06	0.08	0.08	0.07	0.03
Arkansas .....	0.04	0.03	0.01	0.04	0.07
New Mexico .....	0.03	0.03	0.04	0.04	—
Mississippi .....	0.01	0.02	0.03	0.01	—
<b>Total .....</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>



**TABLE 11. Number of Canadian Automobiles Returning to Canada in 1957, Classified by Length of Visit, by Province of Re-Entry into Canada**

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	B.C. and Y.T.
1 .....	1,522,118	1,123,066	2,796,005	134,775	85,878	51,470	615,424
2 <sup>1</sup> .....	70,916	109,894	97,303	13,307	5,349	6,714	44,659
3 .....	32,498	116,177	213,933	33,737	15,727	25,036	105,645
4 .....	13,929	37,618	41,443	7,391	2,905	7,544	19,197
5 .....	9,257	27,079	17,699	2,983	1,387	3,548	10,328
6 .....	5,086	12,515	10,877	1,629	847	2,602	6,068
7 .....	8,611	42,475	30,397	4,060	1,332	4,175	12,444
8 .....	1,632	4,341	5,118	917	423	1,106	2,702
9 .....	1,032	2,451	2,496	590	354	973	1,666
10 .....	2,218	8,647	7,591	1,048	574	1,214	4,404
11 .....	572	1,489	1,399	321	219	366	957
12 .....	1,138	2,112	3,265	369	243	417	1,505
13 .....	276	906	353	139	116	330	678
14 .....	2,742	14,434	18,842	1,997	698	1,441	8,234
15 .....	374	2,464	639	150	118	302	426
16 .....	246	557	637	88	161	136	341
17 .....	167	551	581	38	92	123	305
18 .....	164	506	761	110	73	310	548
19 .....	97	182	111	13	49	87	167
20 .....	192	593	335	86	61	149	404
21 .....	583	6,866	8,554	1,135	308	474	3,400
22 .....	46	287	214	13	75	58	175
23 .....	21	119	56	10	24	13	80
24 .....	10	96	121	13	37	11	124
25 .....	25	210	195	23	—	47	98
26 .....	—	67	32	14	24	24	—
27 .....	10	81	32	13	8	22	—
28 .....	110	1,675	1,375	114	30	36	269
29 .....	31	—	11	—	—	13	22
30-39 .....	270	4,270	4,999	580	391	556	1,591
40-49 .....	164	1,681	2,246	215	73	122	643
50-59 .....	25	151	289	13	8	—	76
60-69 .....	119	2,107	1,752	287	263	210	861
70-79 .....	21	238	289	68	49	60	142
80-89 .....	—	—	23	30	—	13	—
90-99 .....	111	656	1,197	168	124	205	632
100-119 .....	—	16	75	—	44	11	22
120-139 .....	33	134	442	89	186	58	175
140-169 .....	55	30	212	13	70	—	147
170-199 .....	10	95	233	33	8	22	109
200-over .....	—	32	98	60	31	24	138
<b>Total</b> .....	<b>1,674,909</b>	<b>1,526,868</b>	<b>3,272,230</b>	<b>206,639</b>	<b>118,359</b>	<b>110,022</b>	<b>844,806</b>

1. Includes vehicles staying more than 24 hours and less than 48 hours.

TABLE 12. Balance of Payments on Travel Account Between Canada and Other Countries, 1926 - 1957

(Net Credits + Net Debits -)

Year	Account with United States			Account with overseas countries <sup>1</sup>			Account with all countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
	(\$ Million)								
1926 .....	140	70	+ 70	12	29	-17	152	99	+ 53
1927 .....	148	72	+ 76	15	28	-13	163	100	+ 63
1928 .....	163	72	+ 91	14	26	-12	177	98	+ 79
1929 .....	184	81	+103	14	27	-13	198	108	+ 90
1930 .....	167	67	+100	13	25	-12	180	92	+ 88
1931 .....	141	52	+ 89	12	19	- 7	153	71	+ 82
1932 .....	103	30	+ 73	11	19	- 8	114	49	+ 65
1933 .....	81	30	+ 51	8	14	- 6	89	44	+ 45
1934 .....	96	36	+ 60	10	14	- 4	106	50	+ 56
1935 .....	107	48	+ 59	10	16	- 6	117	64	+ 53
1936 .....	129	54	+ 75	13	21	- 8	142	75	+ 67
1937 .....	149	65	+ 84	17	22	- 5	166	87	+ 79
1938 .....	134	66	+ 68	15	20	- 5	149	86	+ 63
1939 .....	137	67	+ 70	12	14	- 2	149	81	+ 68
1940 .....	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941 .....	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942 .....	79	24	+ 55	3	3	-	82	27	+ 55
1943 .....	87	34	+ 53	2	3	- 1	89	37	+ 52
1944 .....	117	57	+ 60	3	3	-	120	60	+ 60
1945 .....	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946 .....	216	130	+ 86	6	6	-	222	136	+ 86
1947 .....	241	152	+ 89	10	15	- 5	251	167	+ 84
1948 .....	267	113	+154	13	22	- 9	280	135	+145
1949 .....	267	165	+102	18	28	-10	285	193	+ 92
1950 .....	260	193	+ 67	15	33	-18	275	226	+ 49
1951 .....	258	246	+ 12	16	34	-18	274	280	- 6
1952 .....	257	294	- 37	18	47	-29	275	341	- 66
1953 .....	282	307	- 25	20	58	-38	302	365	- 63
1954 .....	283	320	- 37	22	69	-47	305	389	- 84
1955 .....	303	363	- 60	25	86	-61	328	449	-121
1956 .....	309	391	- 82	28	107	-79	337	498	-161
1957 <sup>2</sup> .....	325	403	- 78	38	122	-84	363	525	-162

1. Prior to confederation with Canada in 1949 Newfoundland was classed as an overseas country.

2. Subject to revision.

**TABLE 13. Number of Foreign Automobiles and Other Vehicles Entering Canada, by Province of Entry, 1953-1957**

Province of entry	1953	1954	1955	1956	1957
<b>Non-permit class — Local traffic<sup>1</sup></b>					
Atlantic Provinces .....	1,009,549	1,014,429	1,169,151	1,385,993	1,547,776
Quebec .....	348,679	315,117	482,534	542,454	594,244
Ontario .....	4,127,205	3,616,109	3,758,160	3,915,963	3,892,033
Manitoba .....	71,334	66,571	72,591	70,890	75,240
Saskatchewan .....	25,493	23,789	31,956	32,420	31,165
Alberta .....	23,254	24,912	39,788	32,069	25,194
British Columbia .....	122,165	120,510	128,583	130,282	120,573
Yukon Territory .....	1,520	1,536	626	995	847
<b>Canada<sup>2</sup></b> .....	<b>5,729,199</b>	<b>5,182,973</b>	<b>5,683,389</b>	<b>6,111,066</b>	<b>6,287,072</b>
<b>Travellers' vehicle permits<sup>1</sup></b>					
Atlantic Provinces .....	161,286	163,034	166,664	174,698	179,866
Quebec .....	413,016	396,783	405,784	417,826	425,870
Ontario .....	1,534,135	1,492,378	1,549,942	1,485,360	1,533,842
Manitoba .....	39,971	46,499	46,723	45,543	49,178
Saskatchewan .....	21,155	20,863	18,910	20,984	22,334
Alberta .....	44,450	44,894	45,745	47,916	48,770
British Columbia .....	283,846	278,376	283,469	282,926	284,790
Yukon Territory .....	8,255	8,017	7,756	9,191	10,424
<b>Canada<sup>3</sup></b> .....	<b>2,506,114</b>	<b>2,450,844</b>	<b>2,524,993</b>	<b>2,484,444</b>	<b>2,555,074</b>
<b>Commercial vehicles</b>					
Atlantic Provinces .....	83,707	77,259	94,989	110,295	105,709
Quebec .....	59,019	64,008	86,979	120,184	113,524
Ontario .....	190,197	115,928	133,779	156,942	170,975
Manitoba .....	7,218	10,478	12,717	15,008	17,293
Saskatchewan .....	7,927	7,464	6,541	8,502	8,248
Alberta .....	6,013	4,570	7,989	8,773	8,028
British Columbia .....	17,232	22,645	22,234	29,834	34,213
Yukon Territory .....	1,176	1,019	315	1,385	172
<b>Canada</b> .....	<b>372,489</b>	<b>303,371</b>	<b>365,543</b>	<b>450,923</b>	<b>458,162</b>

1. "Non-Permit Class" and Travellers' Vehicle Permits are defined on page 80.

2. Includes 5,509 motorcycles, 36,760 bicycles and 181,091 taxis in 1957.

3. Includes 1,403 motorcycles, 2,009 bicycles and 5,056 other vehicles in 1957.

**TABLE 14. Number of Foreign Automobiles and Other Vehicles Entering Canada, by Month of Entry, 1953-1957**

Month	1953	1954	1955	1956	1957
<b>Non-permit class — Local traffic<sup>1</sup></b>					
January .....	298,313	310,994	270,122	323,125	322,675
February .....	286,351	292,040	242,686	297,624	317,949
March .....	342,090	315,682	269,088	328,989	377,850
April .....	377,232	330,137	385,694	425,938	441,457
May .....	482,461	446,968	501,979	511,769	539,002
June .....	579,338	526,387	584,817	628,224	662,472
July .....	819,809	799,426	921,522	881,774	900,959
August .....	806,771	720,499	798,819	844,405	905,627
September .....	561,904	471,970	545,478	601,759	564,815
October .....	448,066	375,033	459,144	481,999	467,680
November .....	373,782	308,980	352,799	395,344	403,714
December .....	353,082	284,857	351,241	390,116	382,872
<b>Total<sup>2</sup> .....</b>	<b>5,729,199</b>	<b>5,182,973</b>	<b>5,683,389</b>	<b>6,111,066</b>	<b>6,287,072</b>
<b>Travellers' vehicle permits<sup>1</sup></b>					
January .....	47,422	48,736	57,451	56,076	48,336
February .....	57,448	59,617	52,332	55,175	61,018
March .....	71,587	67,218	67,071	75,823	85,669
April .....	106,709	107,022	118,786	105,632	117,229
May .....	183,509	194,685	200,671	162,388	185,817
June .....	297,616	275,154	289,577	320,390	329,904
July .....	544,420	562,223	582,036	541,715	543,995
August .....	546,185	515,149	515,078	526,738	574,926
September .....	305,212	289,904	309,446	295,853	269,367
October .....	169,530	162,213	167,563	164,666	152,653
November .....	99,192	96,945	91,190	101,587	101,577
December .....	77,284	71,978	73,792	78,401	84,583
<b>Total<sup>3</sup> .....</b>	<b>2,506,114</b>	<b>2,450,844</b>	<b>2,524,993</b>	<b>2,484,444</b>	<b>2,553,074</b>
<b>Commercial vehicles</b>					
January .....	30,773	28,677	29,614	38,264	41,403
February .....	30,667	28,309	28,612	37,416	40,525
March .....	31,568	32,494	29,730	37,839	41,080
April .....	29,455	21,185	26,682	32,958	32,712
May .....	31,436	22,652	29,597	36,927	38,131
June .....	33,342	24,224	30,768	38,423	37,676
July .....	32,635	23,994	29,356	35,997	39,278
August .....	32,513	22,815	31,614	40,019	38,387
September .....	31,404	23,148	30,004	36,079	35,355
October .....	29,936	24,178	30,214	41,486	38,316
November .....	27,448	24,589	31,869	38,244	37,123
December .....	31,312	27,106	37,483	37,271	38,176
<b>Total .....</b>	<b>372,489</b>	<b>303,371</b>	<b>365,543</b>	<b>450,923</b>	<b>458,162</b>

1. "Non-Permit Class" and Travellers' Vehicle Permits are defined on page 80.

2. Includes 5,509 motorcycles, 36,760 bicycles and 181,091 taxis in 1957.

3. Includes 1,403 motorcycles, 2,009 bicycles and 5,056 other vehicles in 1957.

**TABLE 15. Number of Foreign Travellers Entering Canada from the United States, by Province of Entry, 1953-1957**

Province of entry	1953	1954	1955	1956	1957
<b>(a) Rail<sup>1</sup></b>					
Atlantic Provinces .....	12,837	12,433	13,421	12,476	9,881
Quebec .....	143,159	135,830	130,393	121,803	114,742
Ontario .....	202,179	195,556	213,871	183,634	168,527
Manitoba .....	19,145	18,006	22,877	20,482	18,708
Saskatchewan .....	13,240	12,183	11,198	9,329	8,349
Alberta .....	1,593	1,611	1,571	1,580	1,570
British Columbia .....	50,834	48,121	47,241	43,254	44,275
Yukon Territory .....	7,586	8,467	6,856	9,814	10,085
<b>Canada .....</b>	<b>450,573</b>	<b>432,207</b>	<b>447,428</b>	<b>402,372</b>	<b>376,137</b>
<b>(b) Boat</b>					
Atlantic Provinces .....	20,394	19,486	6,809	4,495	4,223
Quebec .....	3,803	3,304	4,773	3,750	5,607
Ontario .....	166,489	193,982	242,866	243,682	258,139
Manitoba .....	—	—	—	—	—
Saskatchewan .....	—	—	—	—	—
Alberta .....	—	—	—	—	—
British Columbia .....	134,717	130,102	115,147	147,547	150,448
Yukon Territory .....	1	3	—	2	9
<b>Canada .....</b>	<b>325,404</b>	<b>346,877</b>	<b>369,595</b>	<b>399,476</b>	<b>418,426</b>
<b>(c) Bus<sup>2</sup></b>					
Atlantic Provinces .....	8,806	8,822	10,260	8,072	8,329
Quebec .....	41,961	41,997	47,153	51,158	59,408
Ontario .....	264,541	239,042	239,086	233,930	255,830
Manitoba .....	5,440	5,801	6,687	6,643	7,185
Saskatchewan .....	463	199	879	645	168
Alberta .....	3,161	3,060	3,265	3,132	6,760
British Columbia .....	27,561	36,218	32,421	34,912	37,551
Yukon Territory .....	272	57	246	432	—
<b>Canada .....</b>	<b>352,205</b>	<b>335,196</b>	<b>339,997</b>	<b>338,924</b>	<b>375,231</b>
<b>(d) Aeroplane</b>					
Atlantic Provinces .....	9,663	10,861	13,164	13,032	15,176
Quebec .....	58,491	63,764	77,688	81,309	89,957
Ontario .....	84,428	94,831	118,268	135,075	150,185
Manitoba .....	8,761	10,959	11,909	12,278	15,009
Saskatchewan .....	1,285	1,278	1,465	1,717	1,814
Alberta .....	12,770	11,762	13,237	13,658	19,807
British Columbia .....	30,603	36,662	42,044	46,598	50,206
Yukon Territory <sup>3</sup> .....	7,414	8,351	10,723	11,051	10,487
<b>Canada .....</b>	<b>213,415</b>	<b>238,468</b>	<b>288,498</b>	<b>314,718</b>	<b>352,641</b>

1. After deducting intransit passengers across Southern Ontario.

2. Exclusive of local bus traffic between border communities but including intransit traffic.

3. Yukon Territory traffic is practically all intransit to and from Alaska.

**TABLE 16. Number of Foreign Travellers Entering Canada from the United States, by Month of Entry, 1953-1957**

Month	1953	1954	1955	1956	1957
<b>(a) Rail (Gross entries)</b>					
January .....	89,109	67,775	68,277	73,793	52,636
February .....	71,832	60,524	55,254	59,712	52,861
March .....	71,000	56,356	52,660	58,495	46,413
April .....	77,859	67,428	62,322	59,913	54,316
May .....	82,274	72,355	69,862	63,314	58,119
June .....	102,340	88,898	87,009	89,728	72,750
July .....	114,984	114,667	116,690	106,914	94,177
August .....	112,935	112,481	112,695	103,283	85,252
September .....	87,044	85,828	81,132	76,639	55,803
October .....	73,659	68,642	79,888	60,307	46,248
November .....	62,448	63,762	73,286	53,923	42,680
December .....	80,625	82,451	80,712	76,120	58,438
<b>Total.....</b>	<b>1,026,109</b>	<b>941,167</b>	<b>939,787</b>	<b>882,141</b>	<b>719,693</b>
<b>(b) Rail (Net entries)</b>					
January .....	31,147	27,908	26,417	26,733	20,579
February .....	29,675	27,476	25,124	25,150	25,257
March .....	27,445	24,748	22,776	23,508	23,643
April .....	29,052	27,534	26,672	25,001	28,390
May .....	32,781	31,519	31,353	27,060	31,186
June .....	50,177	43,571	46,301	45,293	42,244
July .....	61,627	62,719	65,841	57,610	59,965
August .....	59,695	59,654	61,430	53,428	49,423
September .....	40,399	39,854	36,127	35,724	27,770
October .....	31,780	29,200	38,187	27,329	23,113
November .....	23,674	24,910	34,674	23,701	18,654
December .....	33,121	33,114	32,526	31,835	25,913
<b>Total.....</b>	<b>450,573</b>	<b>432,207</b>	<b>447,428</b>	<b>402,372</b>	<b>376,137</b>
<b>(c) Boat</b>					
January .....	1,240	1,381	1,151	1,395	1,258
February .....	1,264	1,539	1,133	1,446	1,421
March .....	1,843	1,541	1,650	1,793	2,834
April .....	2,631	3,174	2,953	3,021	3,697
May .....	14,494	16,116	17,648	16,500	21,555
June .....	46,349	45,290	51,100	56,347	56,890
July .....	102,434	113,749	121,281	122,785	134,116
August .....	94,583	108,175	115,902	131,623	135,503
September .....	39,340	42,783	42,050	48,666	45,618
October .....	11,158	8,103	9,224	9,861	10,562
November .....	6,501	2,865	3,038	3,062	3,086
December .....	3,567	2,161	2,465	2,977	1,886
<b>Total.....</b>	<b>325,404</b>	<b>346,877</b>	<b>369,595</b>	<b>399,476</b>	<b>418,426</b>

**TABLE 16. Number of Foreign Travellers Entering Canada from the United States,  
by Month of Entry, 1953-1957 — Concluded**

Month	1953	1954	1955	1956	1957
	<b>(d) Bus <sup>1,2</sup></b>				
January .....	11,649	12,380	12,898	9,492	10,925
February .....	11,112	12,157	10,813	12,061	12,342
March .....	11,178	11,215	13,597	12,050	13,023
April .....	15,377	15,189	17,481	18,357	21,109
May .....	27,131	29,923	27,100	29,398	35,097
June .....	39,599	39,034	39,108	39,169	47,005
July .....	73,007	75,506	75,419	65,222	74,184
August .....	71,453	62,807	64,503	66,337	78,714
September .....	36,780	31,893	30,947	32,691	34,786
October .....	23,577	19,361	20,162	25,122	19,512
November .....	15,040	12,611	14,981	15,180	15,857
December .....	16,302	13,120	12,988	13,845	12,677
<b>Total .....</b>	<b>352,205</b>	<b>335,196</b>	<b>339,997</b>	<b>338,924</b>	<b>375,231</b>
	<b>(e) Aeroplane</b>				
January .....	10,598	11,806	14,823	16,946	18,817
February .....	11,148	12,238	13,951	16,493	18,295
March .....	12,554	13,538	16,964	18,285	21,427
April .....	13,775	15,404	18,239	20,553	22,732
May .....	18,163	20,481	24,733	27,621	31,664
June .....	24,981	26,803	31,161	38,948	41,028
July .....	26,447	30,836	36,453	37,078	43,901
August .....	26,917	28,407	38,695	38,078	45,077
September .....	22,826	25,359	30,013	31,740	35,708
October .....	18,256	20,868	26,420	27,624	30,173
November .....	13,507	16,308	18,016	21,204	21,942
December .....	14,243	16,420	19,030	20,148	21,877
<b>Total .....</b>	<b>213,415</b>	<b>238,468</b>	<b>288,498</b>	<b>314,718</b>	<b>352,641</b>

1. Exclusive of local bus traffic between border communities.

2. Includes a small percentage of intransit passengers across Southern Ontario.

**TABLE 17. Number of Canadian Automobiles and Other Vehicles Travelling in the United States by Province of Re-Entry into Canada, 1953-1957**

Province of re-entry	1953	1954	1955	1956	1957
<b>Length of stay — 24 hours or less</b>					
Atlantic Provinces .....	1,128,197	1,210,512	1,367,434	1,615,748	1,692,852
Quebec .....	704,508	688,549	952,817	1,086,593	1,169,503
Ontario .....	1,488,384	1,946,264	2,367,938	2,759,531	2,864,208
Manitoba .....	125,330	136,014	144,013	136,752	137,949
Saskatchewan .....	57,265	62,604	65,055	75,043	86,364
Alberta .....	28,036	29,399	58,247	64,567	51,935
British Columbia .....	513,797	503,077	534,473	569,786	624,361
Yukon Territory .....	405	1,332	1,069	1,495	2,449
<b>Canada<sup>1</sup></b> .....	<b>4,045,922</b>	<b>4,577,751</b>	<b>5,491,046</b>	<b>6,309,515</b>	<b>6,629,621</b>
<b>Length of stay — Over 24 hours</b>					
Atlantic Provinces .....	44,816	41,832	97,943	127,366	152,791
Quebec .....	160,510	156,955	310,199	373,757	403,802
Ontario .....	281,225	390,280	480,086	478,872	476,225
Manitoba .....	51,059	51,086	67,869	65,979	71,864
Saskatchewan .....	35,461	30,613	32,040	31,486	32,481
Alberta .....	34,529	32,961	65,534	65,050	58,552
British Columbia .....	153,443	149,618	186,150	203,723	228,773
Yukon Territory .....	212	200	381	387	609
<b>Canada<sup>1</sup></b> .....	<b>761,255</b>	<b>853,545</b>	<b>1,240,202</b>	<b>1,346,620</b>	<b>1,425,097</b>
<b>Commercial vehicles</b>					
Atlantic Provinces .....	93,575	89,703	124,443	137,853	132,536
Quebec .....	90,117	99,731	135,755	183,390	172,788
Ontario .....	112,547	164,208	223,384	232,944	244,371
Manitoba .....	20,222	25,646	25,081	28,125	22,220
Saskatchewan .....	14,702	13,819	10,217	12,156	10,128
Alberta .....	7,172	7,364	12,272	13,138	11,169
British Columbia .....	32,910	31,171	31,653	31,297	32,752
Yukon Territory .....	121	152	289	355	1,423
<b>Canada</b> .....	<b>371,366</b>	<b>431,794</b>	<b>563,094</b>	<b>639,258</b>	<b>627,387</b>

1. Includes 10,981 motorcycles, 59,257 bicycles and 230,647 taxis in 1957.

**TABLE 18. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-Entry into Canada, 1953-1957**

Month	1953	1954	1955	1956	1957
<b>Length of stay — 24 hours or less</b>					
January .....	242,225	225,882	301,042	383,268	399,596
February .....	230,639	236,210	273,870	354,860	404,559
March .....	279,485	271,830	300,795	427,869	492,090
April .....	322,646	375,683	444,174	481,004	536,541
May .....	383,474	447,667	527,307	559,558	587,888
June .....	376,517	430,040	526,692	594,178	644,667
July .....	440,589	534,972	676,355	737,228	737,969
August .....	468,052	526,342	603,177	689,141	719,408
September .....	356,604	428,687	520,679	576,327	601,845
October .....	353,314	414,777	509,508	556,788	533,309
November .....	305,716	354,205	399,258	467,583	481,531
December .....	286,661	331,456	408,189	481,711	490,218
<b>Total<sup>1</sup> .....</b>	<b>4,045,922</b>	<b>4,577,731</b>	<b>5,491,046</b>	<b>6,309,515</b>	<b>6,629,621</b>
<b>Length of stay — Over 24 hours</b>					
January .....	20,340	20,454	29,901	44,702	47,732
February .....	20,652	21,826	28,139	40,440	45,277
March .....	31,751	30,760	35,197	56,831	68,041
April .....	57,771	68,875	91,539	95,988	111,959
May .....	56,357	70,665	103,763	97,891	110,349
June .....	60,903	66,326	95,473	102,719	118,480
July .....	122,580	139,502	229,098	230,627	234,430
August .....	148,325	154,530	212,498	233,583	250,895
September .....	89,395	97,042	146,566	152,261	152,729
October .....	76,062	80,968	129,708	130,197	124,798
November .....	43,146	54,067	73,940	83,674	85,387
December .....	33,973	48,530	64,380	77,707	75,020
<b>Total<sup>1</sup> .....</b>	<b>761,255</b>	<b>853,545</b>	<b>1,240,202</b>	<b>1,346,620</b>	<b>1,425,097</b>
<b>Commercial vehicles</b>					
January .....	34,113	34,780	40,328	58,587	66,131
February .....	36,414	37,817	36,718	61,397	62,256
March .....	31,373	35,195	37,379	52,016	54,107
April .....	27,199	33,401	40,980	42,682	44,607
May .....	29,102	36,129	49,327	49,300	51,601
June .....	29,614	37,702	51,448	50,890	49,634
July .....	29,888	37,563	49,445	52,550	54,167
August .....	29,824	38,066	51,345	54,034	51,965
September .....	30,739	34,877	51,113	51,334	48,087
October .....	32,630	36,652	52,097	57,800	51,223
November .....	30,432	34,417	47,245	52,597	46,992
December .....	30,038	35,195	55,669	56,071	46,617
<b>Total .....</b>	<b>371,366</b>	<b>431,794</b>	<b>563,094</b>	<b>639,258</b>	<b>627,387</b>

1. Includes 10,981 motorcycles, 59,257 bicycles and 230,647 taxis in 1957.

**TABLE 19. Number of Canadians Returning from the United States by Province of Re-Entry into Canada, 1953-1957**

Province or re-entry	1953	1954	1955	1956	1957
<b>(a) Rail</b>					
Atlantic Provinces .....	15,558	14,014	13,407	14,201	12,596
Quebec .....	150,098	155,912	153,252	155,634	136,478
Ontario .....	238,923	218,789	216,000	222,747	205,094
Manitoba .....	23,897	24,905	22,533	22,085	20,629
Saskatchewan .....	6,141	5,467	4,888	4,069	3,462
Alberta .....	38	16	2	—	—
British Columbia .....	76,869	71,682	70,210	65,745	65,118
Yukon Territory .....	999	1,239	792	1,356	1,635
<b>Canada .....</b>	<b>512,523</b>	<b>492,024</b>	<b>481,084</b>	<b>485,837</b>	<b>445,012</b>
<b>(b) Boat</b>					
Atlantic Provinces .....	56,798	42,191	34,140	21,701	21,661
Quebec .....	2,032	1,683	2,892	1,865	3,401
Ontario .....	39,522	39,934	45,047	45,995	37,557
Manitoba .....	—	—	—	—	—
Saskatchewan .....	—	—	—	—	—
Alberta .....	—	—	—	—	—
British Columbia .....	28,763	29,320	28,202	32,563	32,581
Yukon Territory .....	29	—	4	23	13
<b>Canada .....</b>	<b>127,144</b>	<b>113,128</b>	<b>110,285</b>	<b>102,147</b>	<b>95,213</b>
<b>(c) Bus<sup>1</sup></b>					
Atlantic Provinces .....	17,840	16,453	13,971	12,663	12,608
Quebec .....	82,359	74,678	76,014	78,064	78,333
Ontario .....	333,135	304,653	263,159	225,803	235,042
Manitoba .....	21,823	21,729	25,323	28,599	29,000
Saskatchewan .....	580	596	878	877	392
Alberta .....	5,300	5,065	5,130	5,268	5,087
British Columbia .....	77,065	76,405	80,822	84,223	93,259
Yukon Territory .....	120	35	56	126	—
<b>Canada .....</b>	<b>538,222</b>	<b>499,614</b>	<b>465,353</b>	<b>435,623</b>	<b>453,721</b>
<b>(d) Aeroplane</b>					
Atlantic Provinces .....	6,452	6,732	7,987	8,913	9,583
Quebec .....	60,560	66,104	78,140	91,544	98,868
Ontario .....	96,369	98,984	121,855	147,902	166,496
Manitoba .....	5,151	5,436	6,239	6,698	7,204
Saskatchewan .....	469	506	414	565	733
Alberta .....	5,903	5,188	5,482	5,248	8,044
British Columbia .....	24,721	28,851	33,189	38,774	41,035
Yukon Territory .....	831	656	608	648	689
<b>Canada .....</b>	<b>200,456</b>	<b>212,457</b>	<b>253,914</b>	<b>300,292</b>	<b>332,652</b>

1. Exclusive of local bus traffic between border communities.

**TABLE 20. Number of Canadians Returning from the United States  
by Month of Re-Entry into Canada, 1953-1957**

Month	1953	1954	1955	1956	1957
<b>(a) Rail (Gross entries)</b>					
January .....	41,410	38,944	37,832	38,793	34,340
February .....	32,041	28,613	29,352	31,848	30,116
March .....	34,669	35,652	34,274	35,580	42,179
April .....	49,992	48,263	49,399	52,322	43,125
May .....	39,200	39,484	36,960	34,951	34,450
June .....	35,919	32,928	34,150	32,758	30,163
July .....	54,922	51,869	51,285	49,722	47,452
August .....	61,106	58,560	50,972	55,947	50,191
September .....	41,824	41,960	40,170	42,045	36,607
October .....	46,920	42,861	46,452	42,718	36,319
November .....	34,504	35,095	32,557	30,896	28,484
December .....	40,016	37,795	37,681	38,257	31,586
<b>Total .....</b>	<b>512,523</b>	<b>492,024</b>	<b>481,084</b>	<b>485,837</b>	<b>445,012</b>
<b>(b) Rail (Net entries)</b>					
January .....	40,810	38,434	37,403	38,365	33,957
February .....	31,562	28,146	28,952	31,513	29,786
March .....	34,197	35,189	33,816	35,139	41,762
April .....	49,206	47,540	48,684	51,909	42,603
May .....	38,495	38,883	36,491	34,463	34,022
June .....	35,301	32,475	33,707	32,318	29,626
July .....	54,167	51,207	50,721	49,252	46,769
August .....	60,406	57,947	50,269	55,360	49,466
September .....	41,263	41,505	39,692	41,638	36,151
October .....	46,245	42,360	45,912	42,254	35,788
November .....	33,927	34,483	32,041	30,362	27,954
December .....	39,252	37,088	37,009	37,721	31,003
<b>Total .....</b>	<b>504,831</b>	<b>485,257</b>	<b>474,697</b>	<b>480,294</b>	<b>438,887</b>
<b>(c) Boat</b>					
January .....	5,067	4,123	3,774	2,652	2,626
February .....	4,354	2,932	2,660	3,176	2,866
March .....	4,647	2,821	2,864	3,360	2,928
April .....	5,793	5,182	4,497	3,970	4,784
May .....	8,135	6,484	6,312	5,258	5,287
June .....	11,773	13,427	10,233	9,175	10,388
July .....	20,505	23,811	25,386	21,433	19,018
August .....	25,473	22,443	23,721	26,994	21,528
September .....	14,840	13,239	13,755	11,236	10,753
October .....	11,716	8,139	6,766	6,814	6,495
November .....	7,724	4,853	5,620	3,552	4,954
December .....	7,117	5,674	4,697	4,527	3,586
<b>Total .....</b>	<b>127,144</b>	<b>113,128</b>	<b>110,285</b>	<b>102,147</b>	<b>95,213</b>

**TABLE 20. Number of Canadians Returning from the United States  
by Month of Re-Entry into Canada, 1953-1957 — Concluded**

Month	1953	1954	1955	1956	1957
	<b>(d) Bus<sup>1</sup></b>				
January .....	27, 936	27, 346	25, 367	20, 279	22, 300
February .....	26, 550	24, 584	22, 897	19, 023	19, 451
March .....	32, 963	29, 442	26, 504	23, 722	28, 887
April .....	41, 321	38, 299	36, 533	34, 923	37, 585
May .....	49, 451	45, 094	43, 420	40, 637	37, 889
June .....	57, 921	53, 934	48, 872	51, 987	51, 371
July .....	70, 292	68, 293	68, 664	61, 656	59, 642
August .....	71, 726	70, 776	62, 790	68, 496	70, 879
September .....	50, 840	46, 844	48, 347	41, 277	45, 309
October .....	43, 599	38, 520	34, 189	27, 824	33, 262
November .....	33, 724	29, 936	24, 646	23, 591	23, 057
December .....	31, 899	26, 546	23, 124	22, 208	24, 089
<b>Total .....</b>	<b>538, 222</b>	<b>499, 614</b>	<b>465, 353</b>	<b>435, 623</b>	<b>453, 721</b>
	<b>(e) Aeroplane</b>				
January .....	14, 841	16, 506	20, 159	23, 884	28, 486
February .....	14, 304	14, 851	17, 001	22, 245	24, 847
March .....	18, 223	19, 928	22, 854	27, 857	32, 860
April .....	20, 938	22, 060	25, 976	32, 125	32, 289
May .....	16, 978	18, 727	21, 741	26, 588	29, 573
June .....	15, 357	15, 893	19, 417	25, 165	24, 442
July .....	15, 513	16, 137	18, 932	20, 864	25, 402
August .....	17, 356	17, 074	20, 657	24, 653	29, 374
September .....	17, 657	19, 960	23, 100	25, 446	27, 971
October .....	20, 245	19, 736	25, 226	28, 543	29, 738
November .....	14, 718	16, 520	19, 833	23, 213	24, 403
December .....	14, 326	15, 065	19, 018	19, 709	23, 267
<b>Total .....</b>	<b>200, 456</b>	<b>212, 457</b>	<b>253, 914</b>	<b>300, 292</b>	<b>332, 652</b>

1. Exclusive of local bus traffic between border communities.

### **Classification Definitions used in this Report**

1. "Commercial Vehicles" are trucks used for commercial purposes.
2. Highway Traffic not classified as commercial vehicles consists of automobiles, taxis, motorcycles and bicycles.

### **3. Foreign Vehicles Inward**

- (a) Non-Permit Class consists of local vehicles which do not require Customs permits. They are restricted to travel within the jurisdiction of the port and may not remain in Canada more than 48 hours.

Also included are the repeat trips of commuters and others who cross the border frequently on commuting permits. (See below).

- (b) Travellers' vehicle permits are issued to foreign vehicles which remain in Canada longer than 48 hours or which travel beyond the jurisdiction of the port of entry. (Thus a motorist who intends to leave the country at a point other than that of entry must apply for a traveller's vehicle permit).

These permits are usually valid for periods of 60 days or 6 months, but more than 50 per cent of all permits issued each year are used for visits of less than 48 hours.

Also included in this class are commuting permits which entitle the holders to cross the border frequently during the tenure of their permits. Repeat trips after the first, however, are included in the non-permit class, as mentioned above.

### **4. Canadian Vehicles Inward**

Canadian vehicles returning to Canada are classified by length of stay depending upon whether they are abroad for more or less than 24 hours.

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1958

DOMINION BUREAU OF STATISTICS

International Trade Division

Balance of Payments Section



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## FOREWORD

This publication is a statistical report on travellers between Canada and other countries. No attempt has been made to isolate any group or "tourist traffic". The report provides estimates of international travel expenditures arising from all types of movements across the frontiers. Many of the movements are short-term and local in character arising from close inter-relationships of communities lying near the border. Commuting, temporary migration for employment, business travel, and shopping visits, comprise parts of the movements as well as summer residents and vacation travellers usually associated with the "tourist" business.

The data, therefore, do not coincide with the movements and expenditures which for some purposes might be defined more specifically as relevant for the "tourist" industry. While the latter industry would comprise only part of the international business shown in this report, that industry does on the other hand also include the large and growing domestic sector of tourism not covered in this publication.

In using statistical data in this report it should be noted that some of the averages are derived from data covering many of the groups of transactions noted above. For example, figures of average expenditures applying to certain categories of international traffic must, for the purpose of this report, reflect the spending of all groups of travellers who cross the border. They are, therefore, not necessarily representative of groups generally regarded as tourists travelling for recreation.

WALTER E. DUFFETT,

*Dominion Statistician.*



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# TRAVEL BETWEEN CANADA AND OTHER COUNTRIES, 1958

## Leading Developments in Travel Between Canada and Other Countries

The most significant change in travel between Canada and other countries during 1958 was the decline in receipts from residents of the United States, the first decline in a period of seven years. During the period from 1952 to 1957 inclusive, there had been continued expansion in our receipts from this segment of travel from \$257 million in 1952 to the record of \$325 million in 1957. Receipts from residents of the United States amounted to \$309 million in 1958, a decrease of \$16 million or about 5 per cent below the record of 1957, but about the same level as in 1956. The decline was due, mainly, to the non-automobile traffic where shorter visits and lower expenditures per visit were reported. The decrease in expenditures of the automobile traffic, on the other hand, was less pronounced and may be traced to the non-permit classification. Expenditures by motorists entering on travellers' vehicle permits were slightly above the amount recorded in 1957. Receipts from residents of overseas countries advanced \$2 million to a new record of \$40 million for this portion of travel. Total receipts for all countries are estimated at \$349 million, a decline of \$14 million or 4 per cent when compared with the record established in 1957.

There was little change from the previous year in the total number of entries into Canada by residents of other countries. When compared with 1957 there was a gain of about 3,000 entries direct from overseas countries, while entries from the United States declined about 88,700, leaving the aggregate for all countries about 85,700 less than the record established in 1957.

The volume of travel to other countries by Canadians continued to expand during the past

year, but again at a very moderate rate. Re-entries by residents of Canada were less than 1 per cent higher than the previous year, or a gain of approximately 224,500 visits. Re-entries from the United States were approximately 212,300 above the previous year which amounts to a gain of less than 1 per cent. In addition, the expansion in travel to overseas countries continued but levelled-off when compared to the previous years. In 1958 an additional 12,200 entries direct from overseas were recorded amounting to a gain of about 10 per cent as compared with a gain of 13 per cent in 1957.

New records were set in payments made by Canadians on travel in other countries in 1958. Disbursements reached \$542 million an increase of \$17 million or approximately 3 per cent over the previous record of \$525 million established in 1957. Payments to the United States advanced \$10 million or 2.5 per cent due to higher expenditures per visit in most categories, as the rise in volume of traffic was less than 1 per cent. On the other hand, payments to overseas countries advanced \$7 million or nearly 6 per cent, although the number of re-entries was about 10 per cent above 1957 indicating lower averages per visit for overseas travel.

The debit balance on travel account with the United States advanced from \$78 million in 1957 to \$104 million in 1958, an increase of \$26 million; and the debit balance with overseas countries reached \$89 million, an increase of \$5 million over 1957. The total debit balance on account with all countries amounted to \$193 million in 1958, an increase of 19 per cent or \$31 million more than the previous record of \$162 million in 1957.

## STATEMENT 1. Number and Expenditures of United States Travellers in Canada, 1955 - 1958

Type of transportation	Number of persons				Expenditures			
	1955	1956	1957	1958	1955	1956	1957	1958 <sup>1</sup>
	thousands				millions of dollars			
Automobile:								
Non-permit or local traffic .....	10,923	11,939	12,300	11,542	28.5	35.4	34.8	31.0
Customs permits .....	7,315	7,241	7,405	7,476	136.9	137.2	138.7	140.8
Repeat trips of permit holders .....	2,594	3,210	3,211	3,644	—	—	—	—
<b>Total .....</b>	<b>20,832</b>	<b>22,390</b>	<b>22,916</b>	<b>22,662</b>	<b>165.4</b>	<b>172.6</b>	<b>173.5</b>	<b>171.8</b>
Non-Automobile:								
Rail .....	940	882	720	651	41.5	43.7	44.6	34.7
Boat .....	370	399	309	332	13.0	15.7	18.9	15.1
Through bus .....	340	339	375	370	22.3	22.0	27.5	26.3
Plane .....	288	315	353	368	37.3	36.6	40.6	41.4
Other .....	5,513	3,342	3,946	4,148	23.4	18.7	20.2	20.1
<b>Total .....</b>	<b>7,451</b>	<b>5,277</b>	<b>5,703</b>	<b>5,869</b>	<b>137.5</b>	<b>136.7</b>	<b>151.8</b>	<b>137.6</b>
<b>Grand total .....</b>	<b>28,283</b>	<b>27,667</b>	<b>28,619</b>	<b>28,531</b>	<b>302.9</b>	<b>309.3</b>	<b>325.3</b>	<b>309.4</b>

<sup>1</sup> Subject to revision.

### United States Travel Expenditures in Canada by Types of Transportation

The upward trend in receipts from residents of the United States travelling in Canada was reversed in 1958, when a net decrease of \$16 million or roughly 5 per cent was recorded. The most pronounced changes occurred in the non-automobile classifications where the amount spent by visitors was \$137.6 million, as against \$151.8 million in 1957, being a decrease of slightly more than 9 per cent. At the same time, expenditures by persons using automobiles were down \$1.7 million or 1 per cent. The decrease in the grand total of expenditures, however, can be traced to lower expenditures per visit, rather than the decline in the number of visitors arriving. The aggregate of non-resident automobile entries in 1958 amounted to 8.5 million, a decrease of 82,600 entries or about 1 per cent.

The non-permit or local entries fell back one and one-half per cent, while the decrease in entries on travellers' vehicle permits was only slight, a drop of less than half of one percent.

Statement 1 shows some falling-off in receipts from automobile traffic when compared with 1957. Expenditures by the non-permit or local classification declined by \$3.8 million. This was off-set in part by an increase in expenditure by travellers' vehicle permit entries amounting to \$2.1 million, which was largely due to the increase in the average per visit in the third quarter, when the volume of traffic is heaviest. The total receipts from automobile entries were \$171.8 million, compared to \$173.5 million in 1957. This was a net decrease of \$1.7 million or 1 per cent.

### STATEMENT 2. Average Declared Expenditures Per Car of Non-Resident Motorists Travelling in Canada on Customs Permits, by Class of Permit, 1954 - 1958

Class of permit	1954	1955	1956	1957	1958 <sup>1</sup>
	dollars				
Commuter .....	302.60	294.10	273.95	337.69	250.36
Summer resident .....	368.29	417.05	419.03	370.43	257.48
Local .....	56.15	49.10	52.96	48.78	46.83
Other (See statement 3 for detail) .....	52.16	54.79	56.74	56.87	57.86

<sup>1</sup> Subject to revision.

Statement 2 shows average expenditures for the various classes of customs permit travel. The downward trend in average commuter expenditure per vehicle, broken in 1957 was resumed in 1958. There was little change in the number of commuting permits issued in 1958. On the other hand, an increase of about 8 per cent in the number of summer residents was recorded in 1958, and receipts from this group advanced from \$2.6 million to \$2.9 million. However, the average expenditure per vehicle continues to decline, moreover, the figure for 1958 shows a decrease of \$112.95 or about 30 per cent as compared with 1957. Perhaps the discount on the American dollar is partly responsible for the downward trend in the average amount spent by summer residents, commuters and others noted below. A noticeable increase was recorded in the number of motorists in the local category of trav-

ellers' vehicle permits in 1958 and, furthermore, receipts from this category also advanced. The "other class" of motorists shown in Statement 2 normally contributes about 97 per cent of the receipts from travellers using customs permits and, therefore, a comparison with previous years of the average declared expenditures for this class by province of exit appears in Statement 3. Although there was little change in the average expenditure for Canada, on the other hand, several provinces showed sharp changes. For instance, in the Atlantic provinces the average dropped almost 9 per cent, probably on account of the change of administrative procedures for issuing travellers' vehicle permits in the province of New Brunswick. Saskatchewan showed an increase of 13 per cent, while other provinces showing slight increases were British Columbia, Alberta and Ontario.

### STATEMENT 3. Average Declared Expenditure Per Car of Non-Resident Motorists Travelling in Canada on Customs Permits<sup>1</sup>, by Province of Exit, 1954 - 1958

Province of exit	1954	1955	1956	1957	1958 <sup>2</sup>
	dollars				
Atlantic Provinces .....	80.53	83.52	88.39	85.29	77.78
Quebec .....	52.25	55.12	54.09	54.61	53.76
Ontario .....	38.08	42.66	43.26	43.09	44.42
Manitoba .....	67.44	68.31	73.48	77.26	71.77
Saskatchewan .....	89.77	99.45	97.49	93.78	106.72
Alberta .....	109.34	109.43	100.75	101.36	101.80
British Columbia and Yukon Territory .....	89.62	86.22	87.08	87.71	88.34
Canada (See table 1 for 1958 analysis) .....	52.16	54.79	56.74	56.87	57.86

<sup>1</sup> Exclusive of commuters, summer residents and locals.

<sup>2</sup> Subject to revision.

As shown in Statement 1, most of the decline in receipts from foreign travel in Canada occurred in the non-automobile categories. The increases experienced in 1957 were not maintained and, with the exception of plane traffic, receipts showed decreases ranging from \$0.1 million for passengers arriving via "other" transportation, to \$9.9 million for rail passengers. For the most part, receipts from visitors entering from the United States by rail have been steadily declining since the peak of \$67 million in 1944, and have now reached the low level of \$34.7 million. This represents a decrease of 22 per cent as compared with 1957, and resulted, partly, from a decline of 9.5 per cent in the number of travellers, but, chiefly, from a drop in the average expenditure per person. Moreover, in rail traffic each quarter showed a decrease both in the number of visits and in receipts when compared with the corresponding quarter of 1957. For example, receipts in the third quarter showed a substantial drop which amounted to 28 per cent, attributed to a decline of 21 per cent in the average per visit and a drop of 9 per cent in the number of visitors.

Receipts from boat passengers declined some \$3.8 million or approximately 20 per cent when compared with 1957. No doubt, the strike on the Pacific coast during the summer months of 1958 contri-

buted, in some degree, to the noticeable decline in revenue from boat traffic

Visitors to Canada using long distance bus transportation declined slightly in numbers, and as the average expenditure per passenger also declined, a decrease of 4 per cent in the total receipts was recorded. The first quarter of the year showed an increase in the average expenditure of arrivals by bus, but the remaining three, including the third quarter with its usually heavy volume, showed decreases. In addition, the third quarter was the only one to show a decrease in the total number of visitors. Again, more persons arrived in Canada by plane in 1958, and their numbers more than off-set a decline in the average expenditure per visit. Total plane traffic increased by 4 per cent, while receipts rose 2 per cent. Each quarter showed an increase over the previous year in terms of numbers, while, on the other hand, decreases in the average expenditure per trip were shown in all except the third quarter of the year.

The number of persons in the residual classification referred to as "Other Travellers" increased from 3.9 million to 4.1 million in 1958, or about 5 per cent. However, a decline in the average per visit left the expenditures for this group practically unchanged from the previous year.

#### Analysis of United States Motor Traffic to Canada by State of Origin

The analysis of automobile traffic entering Canada from the United States is simplified by grouping the states in regions, as shown in Table 6. The importance of each group is fairly constant from year to year, as can be seen by the relative stability from 1954 to 1958. Practically all of the non-permit cars and roughly 75 per cent of the automobiles entering Canada from other countries on travellers' vehicle permits originate in the states adjoining Canada, supplemented by Ohio, Pennsylvania and Wisconsin and, again, in 1958 this has proven to be the case. Furthermore, the states already mentioned, with the addition of Oregon and California on the Pacific Coast, Massachusetts, Rhode Island, Connecticut and New Jersey on the Atlantic Seaboard, contributed approximately 88 per cent of the cars entering Canada on customs permits. In 1958 automobile registrations in the United States totalled 56,644,561, an increase of over 900,000 from 1957. At the same time, the number of crossings into Canada on customs permits of vehicles registered in the United States amounted to 2,517,040, an increase of only 19,400 by this tourist potential.

The North-Eastern States covering the area from Maine to Pennsylvania remained the most important group in 1958 and contributed over 47 per cent, almost one-half of the number of cars entering Canada on customs permits. During the past four years this area has become increasingly important as a source of automobile visitors, and as a source of revenue slightly less important, contributing 46 per cent of the receipts in 1958, or 1 per cent more than in 1957. In contrast, during

the past five years there has been a downward trend in the proportion of vehicles originating in the Great Lakes area, from 31.8 per cent in 1954 to 29.0 per cent in 1958. This area is also less important in terms of receipts from automobiles using customs permits. In 1958 the receipts were only 25.7 per cent of the total. Meanwhile, states adjoining Canada along the North-Western part of the border are becoming more important, and the volume of traffic from that region has risen from 3.9 per cent in 1954 to 4.4 per cent in 1958. Their importance as a source of revenue is slightly greater than their contribution to volume, and in 1958 stood at 5 per cent. The percentage of vehicles from the Pacific States has been practically unchanged for the past five years. However, cars originating from this area usually spend more per visit, and consequently contribute a higher proportion to the revenue. For example, in 1958 11.4 per cent of the volume originated in this region and, at the same time, accounted for 15 per cent of the total receipts. As in the previous year, the remaining states and countries not specified in Table 6 constituted a fairly stable proportion of the volume, namely 7.9 per cent in 1958; whereas receipts from this group fell from 12 per cent in 1957 to 8 per cent in 1958.

Once again in 1958, the year to year uniformity in average expenditure per car per visit was maintained. When compared with 1957 the largest change recorded was for the state of Minnesota with an increase of \$12.82, followed by New Hampshire with \$9.07. Apart from these, the variation was seldom more than one or two dollars. At the same time, the average expenditure per car varied considerably

for the different states. Comparable to former years, Table 7 shows the state with the minimum average expenditure per car is Vermont with \$16.73, and again, California heads the list with an average expenditure of \$110.12. Furthermore, the uniformity reflected by each state over a long period indicates stability in travel behaviour by residents of each of the states, and the reliability of the reported sample used in estimating receipts from residents of other countries travelling in Canada.

The average length of stay for cars (including commuters, locals, and summer residents) originating in the North-Eastern States was 6.5 days; no change from the previous year. The average expenditure per car per day amounted to \$8.35, an increase of 2.5 per cent from the year 1957. As in previous years, cars registered in Vermont recorded the shortest length of stay, an average of 3.6 days, while cars with New York registrations reported the longest visits averaging 7.4 days. Following the trend of former years, the average expenditure per car per day ranged from \$3.06 for cars originating in Maine to \$17.31 for cars from New Jersey. As in the preceding two years, the North-Eastern States as a group (with the exception of the residual group referred to as "Other") recorded the lowest average expenditure per car per day, while the average length of stay was the longest.

Cars originating in the Great Lakes area stayed an average of 5.2 days, and spent approximately \$9.50 per car per day. The length of stay varied from 4.7 days for cars registered in Michigan to 6.3 days for cars originating in Ohio. Average expenditure per car per day was highest for cars from Wisconsin at \$16.00, and lowest for cars originating in Michigan at \$6.53.

During 1958 cars from the North-Western States recorded the shortest visits, averaging 5.3 days, with little spread between the states. Average expenditure per car per day for the group was \$12.50, and varied from \$9.27 for cars from North Dakota to \$14.00 for cars originating in Minnesota.

Again cars from the group designated as the Pacific Coast States had the highest average expenditure per car per day, namely \$13.88, an increase of \$0.57 over the 1957 average. In addition, expenditures for each state in the group varied little. The average length of visit was 5.1 days, varying from 4.0 days for Washington to 7.8 days for cars from California.

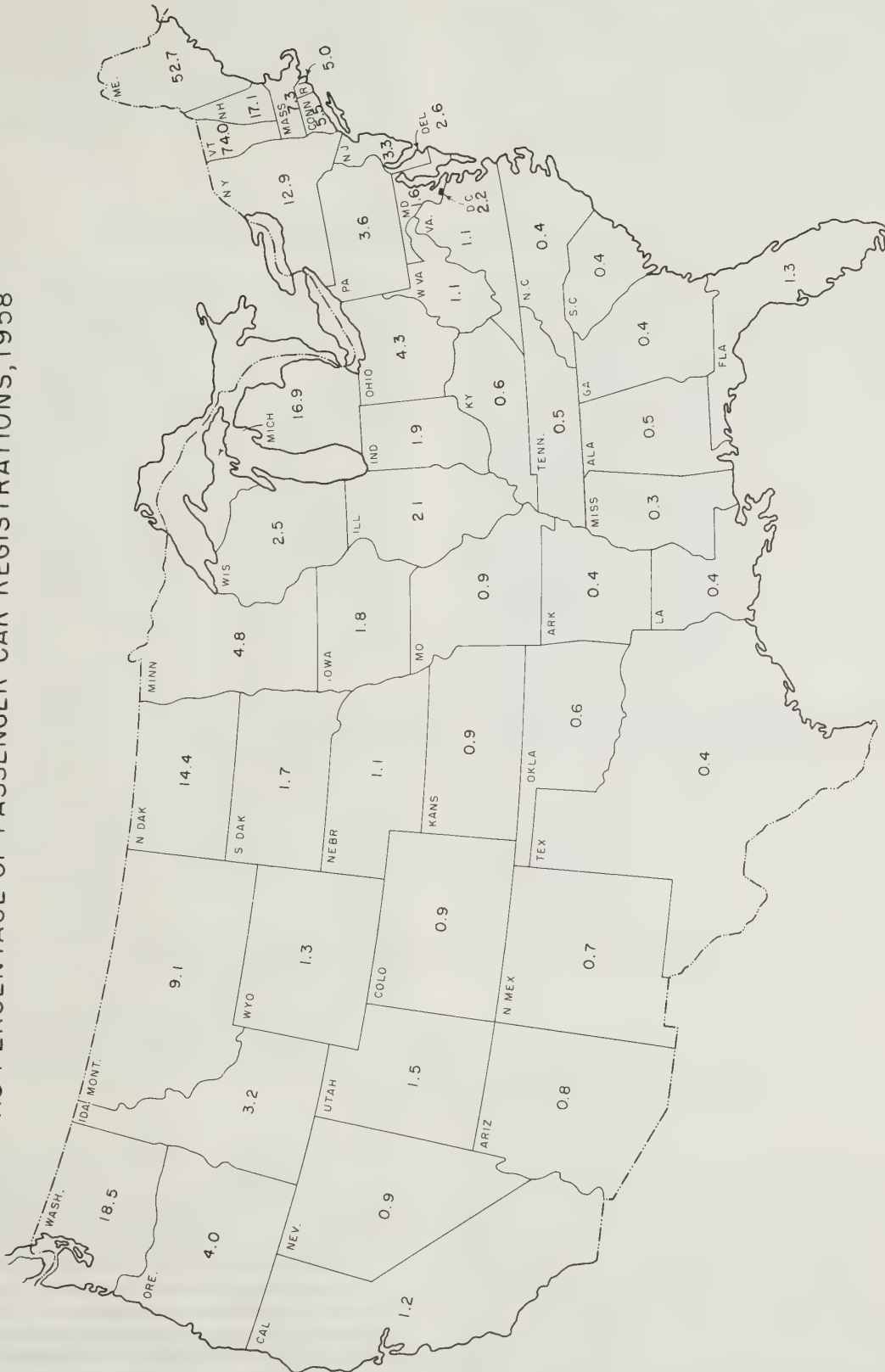
Cars originating in the states not specified in Table 6 averaged 8.7 days stay in Canada, shorter than the 9.3 days in 1957, but still the longest stay of any of the groups. The average stay varied from 15.5 days for cars originating in Mississippi to 5.9 days for cars from Maryland and South Dakota. Expenditures per car per day were \$10.77, as compared with \$9.32 for 1957, and varied widely, from \$17.54 for South Dakota, the highest average of any state, to \$6.89 for Georgia.

Data for cars originating in countries other than the United States includes Alaska which accounted for nearly 83 per cent of this group during 1958. In the 1959 report data for Alaska will be transferred from other countries and shown with the other States. Average expenditures per visit for the group amounted to \$143.46; per diem \$18.16; and the length of stay in Canada averaged 7.9 days. A detailed account on length of visit and average expenditure per car per day by individual states can be seen in Table 3.

Table 4 classifies all automobiles travelling on customs permits in Canada by province of entry and state or country of registration. Similar information appears in Table 5, but is limited to visits lasting over 48 hours and excludes the special classes of commuters, locals and summer residents. The special classes amount to less than 1 per cent of the total and would have little effect in making a comparison of the two tables. Visits recorded in Table 5 amount to 43 per cent of the total, while the remaining 57 per cent of the cars entering on travellers' vehicle permits were in Canada less than 48 hours. When compared with 1957, decreases in the proportion of long-term visits were recorded in New Brunswick, Manitoba, Alberta and the Yukon Territory, but with the exception of New Brunswick, which dropped 7 per cent, no significant changes occurred. Again consideration should be given to the change in administrative procedures at certain New Brunswick ports and the resulting differences for this province in comparisons with 1957. Saskatchewan alone reported an increase which amounted to only 1 per cent, while the remaining provinces were unchanged from last year.

The relationship between short-term visits and visits lasting over 48 hours did not remain constant according to state of origin. Eleven states showed a higher percentage of long-term visits in 1958, while 24 recorded a lower proportion and 14 remained unchanged. As in previous years, Vermont had the lowest proportion of visits over 48 hours, amounting to 15 per cent, followed by Maine with 24 per cent and Michigan with 29 per cent. In the past year, over 50 per cent of the cars from 28 states were in the long-term classification, while in 21 states over 50 per cent of the cars returned within 48 hours. Included in the latter group are New York, Michigan and Washington which contributed nearly 50 per cent of the vehicles entering Canada on travellers' vehicle permits. The percentage of long-term traffic from these three states was as follows: New York 38 per cent, Michigan 29 per cent and Washington 43 per cent. As in 1957, Oregon had the highest percentage of long-term visits, namely 68 per cent; and Vermont with 15 per cent, again had the lowest. Other states with high percentages of long-term visits were Nevada with 65 per cent, and California, District of Columbia, Iowa and Massachusetts each with 63 per cent. In the aggregate, the percentage of automobiles staying in Canada over 48 hours is influenced by the heavy volume of traffic from New York, Michigan and Washington states, each with a relatively low percentage of long-term traffic.

NON-RESIDENT AUTOMOBILES TRAVELLING ON CUSTOMS PERMITS IN CANADA  
AS PERCENTAGE OF PASSENGER CAR REGISTRATIONS, 1958



TOTAL STATES 4.5

Map 1 shows the number of cars travelling on customs permits in Canada as a percentage of the number of automobiles registered in the state. Because of their proximity states close to the border, accordingly, have a higher proportion of entries to registrations than states a long distance from the border. Again, the border states with the lowest proportion of entries to registrations were Wisconsin, Idaho and Pennsylvania. Normally the border states with a lower percentage of registra-

tions travelling in Canada have a higher proportion of long-term traffic than the states with a higher percentage of entries to registrations. In 1958 the proportion of entries to registrations was 4.5 per cent, which represents no change from 1957. Similarly to the previous year, the state with the highest proportion of entries was Vermont, with 74 per cent, and the lowest was Mississippi with only 0.3 per cent.

#### Analysis of United States Motor Traffic by Ports of Entry and Exit

A comparatively large number of American motorists prefer to leave Canada at a port other than the port of entry. From the travellers' vehicle permits which are issued non-resident motorists at port of entry and which must be surrendered at the port of exit, a detailed study of this traffic can be undertaken by tabulating all vehicles according to port of entry and port of exit. There exist well-defined preferences as to the routes which such motor tours follow within Canada. However, since such an investigation only includes traffic at border points, its results are not representative of all inter-provincial or inter-regional travel. For, besides this type of traffic, there are a certain number of motorists who leave Canada by the same port at which they entered after having travelled to several other provinces, and there are those who visit

diverse regions within their province of entry and exit. This analysis, therefore, yields the minimum data on inter-provincial and inter-regional (i.e., within a province) travel behaviour of non-resident motorists. Prior to 1956, this study was confined to the four months of June to September, but in subsequent years it was extended to cover the complete year. Statements 6 and 8, however, including data on years prior to 1956, show only the corresponding four-months periods for the past three years in order to make proper comparisons possible. The exact length of stay in each province is not available, but the length of stay in Canada may be determined from the date stamps on the surrendered travellers' vehicle permits, and data are recorded in terms of 1-day, 2-day and 3-days-plus durations of stay.

**STATEMENT 4. Percentage Distribution of Vehicles by Province of Exit for Non-Resident Automobiles Travelling in Canada on Customs Permits<sup>1</sup>, Three Days or Over, 1958**

Province of entry	Province of exit							
	Maritimes	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	B.C.	Yukon Territory
	per cent							
Maritimes .....	91.85	4.81	3.32			0.02		
Quebec .....	3.41	82.79	13.77			0.03		
Ontario .....	0.82	6.80	91.46	0.63			0.29	
Manitoba .....		0.09	14.68	73.88	3.37	3.56	3.48	0.94
Saskatchewan .....		0.05	2.38	7.05	72.62	8.62	5.81	3.47
Alberta .....		0.04	3.27	4.30	4.19	41.55	33.98	12.67
British Columbia .....				0.51	0.42	5.67	90.03	2.97
Yukon Territory .....			1.26	3.63	6.15	40.39	44.44	4.13

<sup>1</sup> Exclusive of commuters, summer residents and locals.

In 1958 some 5,300 automobiles entered ports in the Maritime Provinces and returned to the United States via ports in the province of Quebec. In the opposite direction, 7,589 cars entered Canada through ports in the province of Quebec and returned to the United States through ports in the Maritime Provinces. Some 78 per cent of the cars entering the Maritimes and travelling to Quebec had remained in Canada 3 days or longer. On the other hand, almost 84 per cent of the cars entering Quebec ports and proceeding to the United States via the Maritimes had spent 3 days or more in Canada. Close to 3 per cent of all automobiles travelling on vehicle permits and entering Canada through ports

in the Maritimes returned to the United States by ports in the province of Quebec. The traffic in the opposite direction was stronger in volume, but the proportion of all automobiles entering Quebec ports and returning to the United States through the Maritimes amounted to less than 2 per cent. The most popular route of travel between the Maritimes and Quebec again was between St. Stephen, New Brunswick, and Blackpool, Quebec. In the long-term class, some 14 per cent of the motorists entering through ports in the Maritimes and returning to the United States via ports in Quebec had travelled this route; this proportion is unchanged from the previous two years. Entries at St. Stephen and

exits at Rock Island, Quebec, accounted for 9 per cent of the traffic from the Maritimes to Quebec; entries at St. Stephen and exits at Phillipsburg amounted to over 4 per cent; and those at St. Stephen with exits at Armstrong to a little less than 4 per cent. Entries at Yarmouth with departures at Blackpool made up almost 5 per cent of the traffic between the Maritimes and Quebec.

On the other hand, there were slight differences in the patterns of traffic in the opposite direction. Travel from Blackpool to St. Stephen amounted to over 8 per cent of the "long-term" automobiles entering Quebec and proceeding to the Maritimes; over 7 per cent travelled from Blackpool to St. Leonard; almost 6 per cent from Armstrong to St. Leonard; 7 per cent from Rock Island to St. Stephen; and the same proportion from Rock Island to St. Leonard. In 1958 traffic entering Canada through Yarmouth, Edmundston, St. Leonard and St. Stephen and leaving through the ports of Armstrong, Blackpool, Phillipsburg, Rock Island and Stanhope amounted to 69 per cent of the long-term traffic from the Maritimes to Quebec. In the opposite direction, travel between these ports amounted to 63 per cent of the long-term traffic from Quebec to the Maritime Provinces.

A great many American motorists travelled between Quebec and Ontario, and again certain preferred routes of travel were followed. This interchange of traffic between the two provinces accounted for a larger share of all visitors than did the interchange between Quebec and the Maritimes. In all, some 31,696 foreign vehicles on customs permits entered Canada through ports in the province of Quebec and returned to the United States through ports in the province of Ontario; this represents almost 8 per cent of the total entries via ports in the province of Quebec. Close to 81 per cent of these motorists had remained in Canada 3 days or more. Traffic in the opposite direction was heavier with 47,382 automobiles entering Canada through ports in Ontario and leaving through ports in Quebec; this corresponds to over 3 per cent of all

entries into Ontario on travellers' vehicle permits. Out of this number 85 per cent (or 40,241) had remained in Canada for 3 days or longer. Most of the visitors in the 3 day and over classification had entered Ontario through ports west of Kingston, with 28,607 reported entries, while 11,556 had entered through the St. Lawrence River ports and returned to the United States through Quebec ports. Compared with 1957 there was a decrease in this long-term traffic of more than 1,852 cars entering Ontario, notably west of Kingston, and leaving via Quebec. As was the case with the interchange of travel between the Maritimes and Quebec, the ports of Armstrong, Blackpool and Rock Island also recorded most exits in Quebec of motorists who had entered in Ontario. The ports in Ontario appearing most frequently in the exchange of traffic between Quebec and Ontario were Niagara Falls, Lansdowne and Windsor. Furthermore, these six ports accounted for about 43 per cent of all combinations of travel between the two provinces in the 3 day and over classification. Entries through the three ports in Quebec who returned to the United States via the three Ontario ports amounted to 9,922 during 1958, as compared with 10,915 during the previous year; travel in the opposite direction amounted to 18,328 which is a small decrease from the corresponding 19,443 entries in 1957. A further examination of the traffic between these selected ports indicates that 5,356 cars (or 54 per cent) entered through the three ports in Quebec and returned to the United States through Niagara Falls. On the other hand, 9,299 cars (or 51 per cent) of the entries through the three ports in Ontario returned to the United States through Blackpool. This shows that the volume of traffic between Blackpool and Niagara Falls was heavier than on any other route between Ontario and Quebec. In 1958, 2,991 automobiles entering Blackpool returned to the United States through Niagara Falls, and 5,071 entering Niagara Falls left Canada through Blackpool; after having remained 3 days or longer. Of the cars in the 3 day and over classification which entered Lansdowne, 2,561 returned to the United States via Blackpool, and 1,674 cars travelled in the opposite direction.

**STATEMENT 5. Number of Non-Resident One and Two-Day Automobiles Travelling on Customs Permits<sup>1</sup> in Transit Between Selected Border Points in Ontario, 1954 - 1958**

Border points	1954	1955	1956	1957	1958
Fort Erie - Windsor .....	125,932	137,551	111,370	109,298	102,500
Niagara Falls - Windsor .....	112,065	106,723	95,470	94,014	91,074
Fort Erie - Sarnia .....	43,230	48,125	46,893	44,663	46,496
Niagara Falls - Sarnia .....	100,867	102,758	93,864	83,745	86,372
<b>Total of above .....</b>	<b>382,094</b>	<b>395,157</b>	<b>347,597</b>	<b>331,720</b>	<b>326,442</b>
<b>Total number of cars<sup>1</sup> leaving Ontario irrespective of length of visit .....</b>	<b>1,446,732</b>	<b>1,500,851</b>	<b>1,443,950</b>	<b>1,471,148</b>	<b>1,459,044</b>
In transit traffic as percentage of total traffic .....	26.4	26.3	24.1	22.5	22.4

<sup>1</sup> Exclusive of commuters, summer residents and locals.

In 1958, the province of Ontario attracted 59 per cent of all visitors entering Canada on customs vehicle permits. Due to the large proportion that this traffic represents a more detailed study on travel within the province was undertaken; the results of this study appear in Section I of Table 2. There are several well-defined routes of travel within the province that are particularly popular with American motorists. The survey reveals that the highways between Fort Erie—Niagara Falls on the east, and the St. Clair—Detroit River ports on the west of Southern Ontario carry the heaviest volume of traffic. A total of 680,482 vehicles, or some 12,467 less than in 1957, entered Canada in 1958 at Fort Erie—Niagara Falls. Of this number 457,292, or 67 per cent, returned to the United States through the same two ports, while 176,270 (or 26 per cent) returned through the St. Clair—Detroit River ports. Of the cars travelling from Fort Erie—Niagara Falls to the St. Clair—Detroit River ports some 56 per cent made the trip in one day, which points to a high percentage of in transit traffic across Southern Ontario to reach destinations in the United States in order to save time and mileage. The number of cars in the one-day classification leaving through all ports including Fort Erie—Niagara Falls amounted to 42 per cent of the total.

Of all motorists entering Ontario on travellers' vehicle permits 46 per cent used the ports of Fort Erie—Niagara Falls, while only 35 per cent (some 519,361) crossed into Ontario at the St. Clair—Detroit River ports. But the traffic at this latter group of ports was still quite heavy when compared to the border traffic of other provinces. In fact, the group of ports along the St. Clair—Detroit River handled more traffic than any other province in Canada or any other group of ports in Ontario, excepting the Niagara Falls—Fort Erie combination. Table 2 shows that out of all entries through the St. Clair—Detroit River ports 59 per cent or 306,867 vehicles returned to the United States through the same group of ports, while 188,600 (some 36 per cent) traversed Southern Ontario to return to the United States through Fort Erie or Niagara Falls. Over 56 per cent of the cars travelling from the St. Clair—Detroit River ports east to Fort Erie—Niagara Falls made the trip in one day; a high percentage of this one-day traffic appears to be in transit travel. The number of automobiles in the one-day classification which left through all ports, including those along the St. Clair—Detroit Rivers, amounted to 248,452, or 48 per cent of the total. Statement 6 illustrates in greater detail the importance of the volume of in transit travel across Southern Ontario.

**STATEMENT 6. Selected Routes Within Ontario Followed by Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada During the Four Months June - September, 1955 - 1958**

Route	Number of Cars				Percentage of entries via all ports in Ontario			
	1955	1956	1957	1958	1955	1956	1957	1958
Between:					per cent			
St. Clair, Detroit River Ports and Fort Erie, Niagara Falls .....	296,912	260,556	249,964	244,111	28.0	25.3	23.7	23.5
Fort Erie, Niagara Falls and St. Lawrence River Ports in Ontario .....	35,704	33,529	35,586	31,280	3.4	3.3	3.4	3.0
St. Lawrence River Ports in Ontario and Province of Quebec .....	25,630	25,763	26,026	24,830	2.4	2.5	2.5	2.4
St. Clair, Detroit River Ports and St. Lawrence River Ports in Ontario .....	10,679	9,621	9,662	8,672	1.0	0.9	0.9	0.8
Sault Ste. Marie and St. Clair, Detroit River Ports .....	11,940	10,912	11,154	13,092	1.1	1.1	1.1	1.3
Sault Ste. Marie and Fort Erie, Niagara Falls .....	9,255	8,336	9,014	10,871	0.9	0.8	0.8	1.1
<b>Total of above .....</b>	<b>390,120</b>	<b>348,717</b>	<b>341,406</b>	<b>332,856</b>	<b>36.8</b>	<b>33.9</b>	<b>32.4</b>	<b>32.1</b>

<sup>1</sup> Exclusive of commuters, summer residents and locals.

The third highest volume of traffic along a certain route was found between Fort Erie—Niagara Falls and the St. Lawrence River ports. In 1958 a total of 35,746 automobiles (or 4,191 less than in 1957) made the trip north of Lake Ontario travelling in either direction between these two groups of ports of entry and exit. Unlike the traffic crossing Southern Ontario, 66 per cent of this traffic was of long-term nature. Due to the fact that relatively more motorists travelling on this route remained in Canada 3 days or longer, this traffic is of greater importance as a source of travel receipts to the province than the volume would indicate.

The period from June to September is the principal touring season during which most of the pleasure travel to Canada is concentrated. A study of the regular permit traffic during that period, not counting commuters, summer residents or locals, over the six most popular routes within Ontario was found to be valuable. In Statement 6 the results of this study are compared to the results of the previous three surveys. The aggregate volume of cars travelling over these routes has steadily declined since 1955, due to an over-all drop in traffic at the Eastern and Southern Ontario ports, and notably between St. Clair—Detroit River and Fort Erie—Niagara Falls. The share of traffic, however, received by each route has changed little over the previous year.

Throughout the year 1958 some 4,989 automobiles entering through Ontario ports returned to the United States through Manitoba ports. Table 2, Section II, shows that the majority of these cars, namely 4,892, had entered through the Western Ontario ports of Fort Frances, Pigeon River and Rainy River. More than 74 per cent of these motorists had remained in Canada 3 days or more. Almost 98 per cent of the long-term traffic travelling between Ontario and Manitoba entered or departed from Ontario through the three Western Ontario ports mentioned above. Of the 3,620 long-term automobiles entering through Western Ontario ports and leaving through ports in Manitoba more than 76 per cent entered at Fort Frances. The most popular route of travel was between Fort Frances and Emerson with 62 per cent of the long-term traffic from Ontario to Manitoba using this route.

The total travel in the opposite direction was a little heavier and amounted to 5,047 automobiles. Out of this number, 3,835 vehicles or some 76 per cent had remained in Canada 3 days or longer. The proportion of long-term automobiles departing through ports in Western Ontario amounted to 98 per cent of all entries travelling from Manitoba to Ontario. The favourite route of long-term travel, as was the case in the opposite direction, was between Emerson and Fort Frances, and was used by 69 per cent of all automobiles in this classification. Some 3,143 cars entered Emerson and left through Western Ontario ports; this number represents 82 per cent of all long-term traffic between Manitoba and Ontario.

The interchange of traffic between Manitoba and Saskatchewan was almost the same as in 1957. Of all foreign automobiles entering the province in 1958 a total of 1,056 returned to the United States via ports in Saskatchewan. About 83 per cent of this traffic was of long-term nature, as compared with 84 per cent long-term traffic in 1957. The most popular route was between Emerson, Manitoba and North Portal, Saskatchewan, when 21 per cent of the long-term automobiles travelled in this direction. Another 20 per cent of this traffic entered at Boissevain and left at North Portal, while 18 per cent travelled between Emerson and Regway. The number of long-term automobiles entering at the two ports of Emerson and Boissevain in Manitoba and leaving through the ports of North Portal and Regway in Saskatchewan accounted for 65 per cent of the long-term traffic from Manitoba to Saskatchewan.

The inter-provincial travel between Manitoba and Alberta amounted to 960 automobiles in 1958, and over 97 per cent of this number were on trips lasting 3 days or longer. This proportion is also unchanged from the previous year. The busiest routes lay between Boissevain and Emerson, Manitoba and the three Alberta ports of Carway, Chief Mountain and Coutts, altogether handling 92 per cent of all long-term entries in Manitoba leaving through Alberta ports. Of those entering Canada at Emerson, 32 per cent left via Carway, 29 per cent through Chief Mountain, and 18 per cent through Coutts. Some 13 per cent of the entries in the long-term classification at Boissevain left through the three Alberta ports just described.

**STATEMENT 7. Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup>, Percentage of Volume, Classified According to Length of Stay in Canada by Province of Entry, 1958**

Province of entry	Length of stay in Canada		
	1 day	2 days	3 days and over
	per cent		
Maritimes .....	42.8	13.8	43.4
Quebec .....	32.1	21.9	46.0
Ontario .....	38.8	21.2	40.0
Manitoba .....	31.2	18.7	50.1
Saskatchewan .....	21.4	14.5	64.1
Alberta .....	18.3	13.0	68.7
British Columbia and Yukon Territory .....	25.3	23.5	51.2
<b>Canada .....</b>	<b>35.7</b>	<b>20.7</b>	<b>43.6</b>

<sup>1</sup> Exclusive of commuters, summer residents and locals.

An analysis of the traffic between Saskatchewan and Manitoba shows that 1,177 automobiles, or 5 per cent of all entries through ports in Saskatchewan returned to the United States through ports in Manitoba. About 88 per cent of this traffic was of long-term nature. Furthermore the traffic on the routes between North Portal and Regway, to Boissevain and Emerson amounted to 67 per cent of all automobiles of this classification travelling from Saskatchewan to Manitoba, and this amount was slightly higher than the corresponding traffic in the opposite direction. This was due mainly to the fact that almost twice as many automobiles travelled east between North Portal and Emerson as travelled west between these two ports. Out of the entries through North Portal 35 per cent returned to the United States through Emerson and 18 per cent through Boissevain. Some 10 per cent of the long-term traffic between Saskatchewan and Manitoba entered at Regway and left through Emerson. Moreover, 6 per cent of all automobiles entering ports in Saskatchewan returned to the United States through ports in Alberta, and 93 per cent of the 1,352 cars travelling in this direction remained in Canada for 3 days or more. As was the case with the exchange of traffic between Saskatchewan and Manitoba, the most popular ports of entry for automobiles travelling west were North Portal and Regway, and 67 per cent of these automobiles left Canada via the three Alberta ports of Carway, Chief Mountain and Coutts. More specifically, of the long-term automobiles entering North Portal 20 per cent left through Carway, 16 per cent through Coutts and 15 per cent through Chief Mountain; 12 per cent of the entries at Regway returned to the United States by the three ports just mentioned. Some 880 automobiles left Canada through British Columbia ports after having entered via Saskatchewan, and 97 per cent of this traffic had taken 3

days or longer to complete the trip. The traffic entering Saskatchewan and leaving at Yukon Territory ports amounted to 508 automobiles, and all took 3 days or more for their travel through Canada.

Some 1,421 cars entering Alberta on travellers' vehicle permits returned to the United States through ports in Manitoba, and 1,366 or 96 per cent of this number were cars that had remained in Canada 3 days or more. The pattern of travel routes was quite similar to that in the opposite direction, with Carway, Chief Mountain and Coutts on the one hand and Emerson or Boissevain on the other handling 95 per cent of all long-term traffic in this direction. Of the cars leaving through Emerson, 31 per cent had entered Canada through the port of Carway, 29 per cent through Chief Mountain and 17 per cent through Coutts. Traffic between these three ports of entry and the port of Boissevain amounted to 19 per cent of the total long-term traffic from Alberta to Manitoba. Vehicles entering Canada through ports in Alberta and leaving via ports in Saskatchewan followed a similar pattern as the traffic to Manitoba. Some 1,446 or 3 per cent of all entries into Alberta travelled to the United States via ports in Saskatchewan, and out of this number 1,333 or 92 per cent had remained in Canada 3 days or longer. The most popular routes lay between the ports of Carway, Coutts and Chief Mountain on the one hand and North Portal and Regway on the other. In fact, the traffic moving through these two groups of ports accounted for 75 per cent of the long-term permit travel from Alberta to Saskatchewan. Out of the automobiles leaving Canada through North Portal, Saskatchewan, 23 per cent had entered through Carway, 19 per cent through Coutts and 15 per cent through Chief Mountain; 17 per cent having entered through these three ports returned to the United States through Regway.

**STATEMENT 8. Minimum Inter-Provincial Travel by Non-Resident Automobiles  
Travelling on Custom Permits<sup>1</sup> Which Departed from Canada During the Four Months  
June to September, 1955 - 1958**

Province of entry	American cars leaving Canada by a province other than that of entry				Percentage of all cars leaving province			
	1955	1956	1957	1958	1955	1956	1957	1958
					per cent			
Atlantic Provinces .....	7,580	7,127	7,435	7,078	7.2	6.4	6.8	5.8
Quebec .....	36,483	35,624	34,692	32,639	13.9	13.0	13.5	13.1
Ontario .....	56,867	54,569	54,069	50,954	5.5	5.4	5.1	4.9
Manitoba .....	6,685	6,706	7,079	7,211	21.9	21.9	22.6	21.2
Saskatchewan .....	2,736	2,971	3,176	3,417	22.8	22.6	22.8	23.3
Alberta .....	16,191	17,803	17,520	19,449	48.7	52.1	44.4	52.0
British Columbia and Yukon Territory .....	11,739	12,645	12,833	18,480	6.5	6.8	7.1	10.1
<b>Canada .....</b>	<b>138,281</b>	<b>137,445</b>	<b>136,804</b>	<b>139,228</b>	<b>8.3</b>	<b>8.3</b>	<b>8.1</b>	<b>8.3</b>

<sup>1</sup> Exclusive of commuters, summer residents and locals.

The exchange of foreign traffic between Alberta and British Columbia accounted for about 27 per cent of all entries into Alberta. This percentage corresponds to a number of 12,275 automobiles travelling on permits, and a total of 10,806 were on trips of long-term nature. The number of automobiles in this classification travelling from Alberta to British Columbia represents almost 34 per cent of all long-term travel entering Alberta. The most important route lay between Carway and Kingsgate with 28 per cent of the vehicles using this route. About 25 per cent of the traffic entered at Chief Mountain and returned to the United States via Kingsgate, but this represents a five month period only, as Chief Mountain is closed for seven months of the year. Some 8 per cent of the automobiles entered at Coutts and left via Kingsgate, while out of those entering Carway 4 per cent returned via Pacific Highway and 3 per cent via Roosville, British Columbia. During 1958 some 4,027 automobiles entering Canada through ports in Alberta proceeded to Alaska via ports in the Yukon Territory. About 74 per cent of this group used the route between Coutts, Alberta, and Snag Creek, Yukon Territory. Some 21 per cent of the automobiles entered at Carway and proceeded via Snag Creek to Alaska.

During 1958, 9,015 automobiles or 3 per cent of all entries through ports in British Columbia returned to the United States via ports in Alberta; 91 per cent of this traffic was of long-term nature. As in the opposite direction, the most popular routes were between Kingsgate and the three Alberta ports of Carway, Chief Mountain and Coutts, with 5,260 automobiles, or 64 per cent of all traffic using these routes. More specifically, of the entries at Kingsgate 31 per cent left through Carway, 25 per cent through Chief Mountain and 8 per cent through Coutts; out of the other cars which returned to the United States through these three ports in Alberta, 8 per cent had entered at Pacific Highway, 7 per cent at Paterson and 5 per cent at Roosville. In addition to the cars travelling from British Columbia to Alberta, 4,764 proceeded to Alaska via the Yukon Territory after having entered Canada through ports in British Columbia. Some 90 per cent of this traffic was in the 3 day and over classification; cars staying less than 3 days in Canada represent traffic entering Canada at Pleasant Camp in Northern British Columbia and proceeding to Snag Creek, Yukon Territory. Of long-term automobiles

which left Canada through Snag Creek, 19 per cent had entered at Aldergrove, 35 per cent at Huntingdon, 16 per cent at Osoyoos and 15 per cent at Pacific Highway; this represents a number of 3,519 automobiles, or 82 per cent of all entries travelling on the routes between these four British Columbia ports and the port of Snag Creek.

Most of the automobiles entering Canada through the Yukon Territory and returning to the United States via ports in other provinces were on their return trip from Alaska to other States of the Union. In 1958 some 3,507 automobiles entered at ports in the Yukon Territory and proceeded on to the United States via ports in Alberta. The most popular routes were between Snag Creek, where 97 per cent of the traffic in this direction entered, and Coutts and Carway with 71 per cent and 24 per cent of all exits recorded at these ports. Traffic entering through the Yukon Territory and proceeding to the United States via ports in British Columbia amounted to 4,405 automobiles, out of which 88 per cent had remained in Canada 3 days or longer. The short-term traffic in this direction was made up mainly of automobiles crossing from Snag Creek, Yukon Territory, to Pleasant Camp, British Columbia. The majority of automobiles in the long-term classification entered Snag Creek and proceeded to the United States via British Columbia ports, particularly through the port of Huntingdon, where 40 per cent of the entries from Snag Creek crossed over to the United States. Other important routes for this class of traffic were between Snag Creek and the following ports: Osoyoos handling 16 per cent of this traffic; Pacific Highway 13 per cent; and Aldergrove 11 per cent.

To sum up, the interchange of foreign automobile traffic in the long-term classification was heaviest between the provinces of Quebec and Ontario. In 1958, of the 777,932 long-term entries into both provinces, 65,885 or some 8 per cent had entered one of these two provinces and left through the other. In Western Canada the proportion of long-term automobiles entering through Alberta or British Columbia and returning to the United States through the alternate of the two provinces amounted to some 11 per cent of all entries through ports in both provinces; this represents 19,024 automobiles out of a total of 176,774 entries into Alberta or British Columbia.

#### Receipts from United States Travellers by Province of Entry

Although it is impossible to give an accurate breakdown of receipts from American travellers according to the provinces in which the expenditures are made, estimates based on the province of entry are presented in Statement 9. Data appearing in this statement are not intended to be an accurate portrayal of expenditures within the province concerned, inasmuch as no allowance is made for Americans travelling from one province to another after they have entered Canada. Information avail-

able on customs permits makes it possible to ascertain the number of motorists who leave Canada by a province other than the one of entry, but there is no way of determining what part of the expenditure was made in the province of entry, the province of exit, or in any intervening province. The information regarding province of destination, collected in the special survey described elsewhere in this report, seems to indicate that the net effects of inter-provincial crossings are not too great in most

provinces. When inter-provincial crossings are interpreted in terms of vehicles rather than percentages, any gain or loss for the various regions would be considered negligible on the balance of traffic. Less information is available on the pro-

vincial distribution of non-automobile types of transportation although it is evident that most persons destined to Alberta by rail actually enter Canada through other provinces but are recorded in Alberta.

**STATEMENT 9. Distribution of United States Travel Expenditures in Canada by Province of Entry, 1954 - 1958**

Province of entry	Percentage of total				
	1954	1955	1956	1957	1958 <sup>1</sup>
	per cent				
Atlantic Provinces <sup>2</sup> .....	7.9	7.7	7.9	7.5	8.7
Quebec .....	18.1	17.4	18.3	18.3	18.1
Ontario .....	50.5	53.6	51.5	50.4	50.7
Manitoba .....	2.6	2.7	3.0	3.0	2.9
Saskatchewan .....	1.9	1.5	1.6	1.3	1.6
Alberta .....	2.8	3.0	2.8	3.7	3.0
British Columbia and Yukon Territory .....	16.2	14.1	14.9	15.8	15.0
<b>Canada .....</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

<sup>1</sup> Subject to revision.

<sup>2</sup> Entering mainly through ports in New Brunswick.

Data appearing in Statement 9 are presented in the form of percentages to facilitate an annual comparison. The provinces have remained in much the same order of importance during the past five years. On the basis of province of entry, Ontario has received over 50 per cent of the receipts each year. This year the Atlantic provinces reported a substantial increase in receipts, namely 8.7 per cent or an increase of 1.2 per cent over 1957. In addi-

tion, Ontario and Saskatchewan also had small increases. Meanwhile the other provinces showed small decreases, particularly Alberta, British Columbia and the Yukon Territory. A comparison of the average length of stay for automobile traffic covered by customs permits, and the average expenditure per car, appears in Statement 13 and may be of interest when examining the estimate of provincial receipts.

**Receipts from United States Travellers in Canada During 1958 Classified by Length of Stay in Canada**

In 1958 the total number of entries into Canada by residents of the United States amounted to 28.5 million, an insignificant decrease of less than one half of one per cent when compared with the figure for 1957. This figure includes the travellers who stay for weeks or months, as well as many residents of border communities who may enter Canada frequently during the year for short visits. These short-term visits are particularly numerous in the Windsor-Detroit and the St. Stephen-Calais areas, where close social and economic relationships exist. The short-term visits continue to account for just over 84 per cent of the total volume of traffic entering Canada. However, low average expenditures diminish their importance as a source of

travel receipts. In 1958 they contributed 23 per cent of the total receipts from foreign travellers in Canada, approximately the same proportion as in 1957.

In Statement 10, visits of two days or less are grouped under one section as "Short-term Traffic" and visits of longer duration are shown as "Long-term Traffic". In 1958 there were 4.5 million visits over 48 hours in duration, or percentagewise 15.6 per cent of the total visits, and was practically the same as the previous year. At the same time, expenditures by this group dropped by 5 per cent but, nevertheless, accounted for 76.8 per cent of the total receipts for the year.

**STATEMENT 10. Expenditures of United States Travellers in Canada by Length of Stay, 1958**

Mode of travel	Number of persons	Per cent of grand total	Expenditures	Per cent of grand total
		%	\$	%
Short-term traffic:				
Automobile:				
Non-permit or local traffic .....	11,541,400	40.45	30,952,500	10.00
Customs permit holders:				
Commuters .....	10,800	0.04	998,600	0.32
Locals .....	32,400	0.11	778,100	0.25
Repeat trips .....	3,644,400	12.77	—	—
Other:				
1 day's stay .....	2,832,000	9.93	8,082,900	2.61
2 days' stay .....	1,501,200	5.26	10,724,700	3.47
Rail, in transit .....	308,100	1.08	—	—
Bus, in transit .....	52,700	0.19	158,200	0.05
Aeroplane, in transit .....	9,400	0.03	28,100	0.01
Other travellers (pedestrians, local bus etc.) .....	4,147,900	14.54	20,070,300	6.49
<b>Total</b> .....	<b>24,080,300</b>	<b>84.40</b>	<b>71,793,400</b>	<b>23.20</b>
Long-term traffic:				
Automobile:				
Customs permit holders:				
Summer residents .....	19,600	0.07	2,922,800	0.95
Other:				
More than 2 days' stay .....	3,080,100	10.80	117,315,900	37.92
Rail .....	342,900	1.20	34,715,400	11.22
Bus .....	317,200	1.11	26,124,100	8.44
Aeroplane .....	358,700	1.26	41,409,700	13.38
Boat .....	331,900	1.16	15,114,200	4.89
<b>Total</b> .....	<b>4,450,400</b>	<b>15.60</b>	<b>237,602,100</b>	<b>76.80</b>
<b>Grand total</b> .....	<b>28,530,700</b>	<b>100.00</b>	<b>309,395,500</b>	<b>100.00</b>

Tables 1 and 1A for the year 1958 show the pattern of American automobile traffic in Canada for vehicles that require travellers' vehicle permits. The method of tabulation makes it possible to examine in considerable detail this type of traffic according to length of visit. In 1958 motorists entering Canada on travellers' vehicle permits contributed 46 per cent of the receipts from residents of the United States travelling in Canada. When compared with similar tables for previous years, data appearing in Tables 1 and 1A show little change in general behaviour. Again, as in former years, there was a marked decrease in the number of permits and travellers as the length of stay increased. However, the eight-day, fifteen-day and one-month levels, although down slightly from 1957, are still popular periods of stay.

Statement 11 groups the entrants on travellers' vehicle permits according to length of stay in Canada. The average length of stay for automobiles in the group 3-7 days continues to be the same as in the preceding two years. On the other hand, the average of the group staying 8-14 days was 9.9 days in 1958, the same as in the years prior to 1957. Meanwhile, there was a decided change in the average length of stay for the groups staying 15 days and over, namely 47.3 days, down 3.4 days from the two previous years. This, no doubt, explains the decrease in the over-all average where the length of stay declined from 5.30 days in 1957 to 5.01 days in 1958.

**STATEMENT 11. Average Visit of Non-Resident Motorists Travelling in Canada on Customs Permits<sup>1</sup> Classified as a Per Cent of Total Entries, 1956-1958**

Length of stay (Days)	Average length of stay			Per cent of total entries		
	1956	1957	1958	1956	1957	1958
	per cent					
1 .....	1.0	1.0	1.0	35.3	35.4	35.7
2 .....	2.0	2.0	2.0	20.9	20.7	20.7
3- 7 .....	4.3	4.3	4.3	30.1	30.0	30.2
8-14 .....	9.9	9.8	9.9	9.3	9.3	9.1
15 and over .....	50.7	50.7	47.3	4.4	4.6	4.3
<b>Total</b> .....	<b>5.22</b>	<b>5.30</b>	<b>5.01</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

<sup>1</sup> Exclusive of commuters, summer residents and locals.

An examination of the average length of visit during the past 12 years (excluding special groups such as summer residents, commuters, etc.) reveals the following:

Year	Average length of visit in days
1947 .....	5.39
1948 .....	5.28
1949 .....	4.99
1950 .....	4.80
1951 .....	4.51
1952 .....	4.62
1953 .....	4.58
1954 .....	4.69
1955 .....	5.08
1956 .....	5.22
1957 .....	5.30
1958 .....	5.01

A comparison of the distribution of entries according to length of stay is also shown in Statement 11. There was little change in the distribution in 1958, with slight increases in the one-day and 3-7 days traffic, while, on the other hand, the groups staying 8-14 days and 15 days and over registered comparable decreases.

Statement 12 indicates the relative importance of each group from an expenditure standpoint. As in the two previous years, the group staying 3-7 days accounted for roughly 41 per cent of the expenditures from residents of other countries travelling on customs permits. Next in order of importance was the group who spent 8-14 days and contributed 26.7 per cent of the receipts, an increase of 1.2 per cent as compared with 1957. The group staying 15 days and over was far more important in terms of receipts than in volume. In volume they constituted approximately 4 per cent, while they contributed just over 18 per cent of the total receipts, although both percentages are lower than in 1957. On the other hand, the group staying only one day made up 35.4 per cent of the volume but contributed just about 5 per cent of the receipts and, furthermore, the two-day group was recorded as nearly 21 per cent of the volume, yet only accounted for close to 8 per cent of the receipts. In addition, these percentages compare very closely to the figures for 1957. Statement 12 also records the average expenditure per car per day according to the length of stay. In 1958, all groups showed an increase in average expenditure per car per day, ranging from 0.3 per cent in the two-day group to 9.6 per cent in the 8-14 day group. As a result, the overall average expenditure per car per day was raised from \$10.21 in 1957 to \$10.95 in 1958, an increase of 7.2 per cent.

**STATEMENT 12. Average Expenditures of Non-Resident Motorists Travelling in Canada on Customs Permits<sup>1</sup> Classified by Length of Visit, 1956-1958**

Length of stay (Days)	Per cent of total expenditures			Average expenditure per car per day			Per cent change in average exp. per car per day in 1957
	1956	1957	1958	1956	1957	1958	
	per cent			dollars			%
1 .....	5.3	5.6	5.8	8.10	8.55	8.98	+5.0
2 .....	7.9	7.7	7.7	10.24	10.16	10.19	+0.3
3- 7 .....	41.4	41.3	41.4	17.40	17.26	17.51	+1.4
8- 14 .....	25.6	25.5	26.7	15.12	14.94	16.37	+9.6
15 and over .....	19.8	19.9	18.4	4.76	4.65	4.94	+6.2
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>10.37</b>	<b>10.21</b>	<b>10.95</b>	<b>+7.2</b>

<sup>1</sup> Exclusive of commuters, summer residents and locals.

Statement 13 shows a comparison of the length of stay and average expenditure per car per day by province of exit for the past three years. As in the preceding two years, again cars leaving Canada through ports in Saskatchewan had spent more time in Canada than cars leaving through the other provinces and, furthermore, their average expenditure per car per day increased from \$9.57 in 1957 to \$11.14 in 1958. Although cars leaving Canada

through ports in the province of Quebec once more averaged the shortest visits in 1958, on the other hand, it was the only province to record an increase, as decreases in the length of stay occurred in all other provinces. British Columbia, with an increase over 1957, continued to have the highest average expenditure per car per day, and the Atlantic provinces still had the lowest.

**STATEMENT 13. Average Expenditures of Non-Resident Motorists Travelling in Canada on Customs Permits<sup>1</sup> Classified by Province of Exit, 1956 - 1958**

Province of exit	Length of stay (Days)			Average expenditure per car per day		
	1956	1957	1958	1956	1957	1958
				dollars		
Atlantic Provinces .....	10.3	9.7	8.5	8.73	8.39	8.36
Quebec .....	4.5	4.4	4.5	12.15	12.33	12.30
Ontario .....	4.8	4.9	4.7	9.00	8.82	9.61
Manitoba .....	6.9	7.3	6.4	10.56	10.47	11.23
Saskatchewan.....	10.8	9.9	9.5	9.02	9.57	11.14
Alberta .....	8.2	7.6	7.3	12.98	14.12	14.00
British Columbia and Yukon Territory .....	5.0	5.1	4.8	15.60	14.99	15.67
<b>Canada .....</b>	<b>5.2</b>	<b>5.3</b>	<b>5.0</b>	<b>10.37</b>	<b>10.21</b>	<b>10.95</b>

<sup>1</sup> Exclusive of commuters, summer residents and locals.

**Special Survey of Non-Resident Travel Behaviour in Canada**

This survey was introduced in 1955 on an experimental basis to discover some of the patterns of behaviour of non-resident travellers in Canada. The valuable results gained from it warranted a further expansion of its objectives, and in subsequent years data on geographical distribution and seasonal patterns were included as well.

Actually, non-resident motorists are questioned about their trips to Canada in two ways. First, on leaving Canada, they must surrender triplicate copies of travellers' vehicle permits issued originally by the Canadian customs officials at ports of entry. These permits indicate the length of stay, recorded directly by the ports of entry and exit, and they also contain the replies to questions on expenditures in Canada.

Secondly, information is gathered through special mail questionnaires sent to non-resident motorists who have visited Canada during the year. The names of persons to be questioned are carefully selected to attain a representative sample; of course, the information gained from such a method is far more detailed, and produces data on purpose of visit, accommodation used in Canada, a breakdown of expenditures for various purposes and total expenditures in Canada, the length of visit at destination and en route to Canada, and the approximate mileage in Canada. Since 1956 it has also asked for comments on favourable and unfavourable impressions and whether it was a first trip to Canada.

The general data on expenditure and length of stay gathered by the first method, i.e., from permits surrendered by non-resident motorists, are duplicated by the sampling method, and thus provide some check as to the validity of the sampling results in

these respects. But the importance of the latter method lies in the fact that it provides particular details and breakdowns on purpose of trip, accommodation, mileage, destination, etc. rather than a basis for estimates on expenditure in Canada, or length of stay. The length of stay, of course, appears as the correct figure on the travellers' vehicle permits because of the date stamps at the ports of entry and exit whereas on the questionnaires this information, at times, could be mis-stated.

As in the previous year, in 1958 again some 128,000 special sampling questionnaires were sent out. The names were selected from the returned vehicle permits by maintaining a proportion to the pattern of the geographical and seasonal frequency in which these permits accumulated at the various ports in all provinces across Canada. The selection was restricted to motorists travelling on permit since they represent the most important group as to outlay per type of transportation used. They contributed almost 46 per cent of the receipts from residents of the United States during 1958, and over 85 per cent of this proportion came forth from those staying three days and over. This fact was taken into proportionate account as well when the samples were chosen.

**Response**

About 30 per cent of the persons questioned in this survey responded by completing and returning the questionnaires, which represents an amount of almost 39,000. The largest percentage of answers was received from April to September, while during the first and fourth quarters the proportion of the replies was below the yearly average. Of the mail questionnaires sent out in the third quarter, 32 per cent were completed and returned, whereas out of

those mailed from January to March the response only amounted to 22 per cent. Again, a great many of those who did respond (88.5 per cent) had remained in Canada three days and over, but it should be kept in mind that the results of the sampling survey did not quite coincide with the pattern of length of stay determined by the travellers' vehicle permits. In this respect, the results obtained by this special survey are not representative of all traffic entering Canada on travellers' vehicle permits.

### Proportion of Adults

The survey on the breakdown between children and adults revealed a higher proportion of adults. Similar to the previous survey, again in 1958 some 77 per cent of the persons covered by the questionnaires were adults. On a provincial basis, excluding the Yukon Territory, the largest percentage of children was observed in Ontario. Questionnaires indicating Nova Scotia as the province of entry had the highest percentage of adults, followed by Quebec and New Brunswick. When this breakdown was tabulated according to purpose of travel, questionnaires reporting business had the lowest percentage of children. The fact that children were listed on questionnaires reporting business seems to suggest that the purpose of trip was business for the head of the household and the other members of the family merely accompanied the husband or father for the trip.

When the total number of adults and the total number of children were analyzed by purpose of trip, the tabulations indicated that 72 per cent of all adults listed recreation, 21 per cent listed visits to friends or relatives, and about 6 per cent listed business as purpose of trip. Similarly, out of all children 75 per cent travelled for recreation, almost 22 per cent travelled to visit friends or relatives, and the remaining 3 per cent listed all other reasons. On a quarterly basis, the percentage of children in the third quarter was much higher than that of any other season of the year. Of all persons listed on

the questionnaires in the third quarter over 28 per cent were children; this would indicate an emphasis on family vacations during that period. In the first quarter the ratio was 157 children to 843 adults out of every 1,000 persons, as compared with 112 to 888 in the second and 125 to 875 in the fourth quarter.

### First Trip

Nearly 14 per cent of the respondents visited Canada for the first time in 1958, while this figure was 15 per cent in 1957, and 17 per cent in 1956. The largest percentage of "newcomers" had entered through ports in Alberta and the Yukon Territory, where 24 and 27 per cent respectively indicated a "first trip". Some 17 per cent of the respondents entering through Quebec ports had arrived for the first time, while this proportion was 14 per cent for Manitoba and 12 per cent for Ontario. The smallest percentage of "first visits" was reported by motorists entering New Brunswick, where only eight visitors out of every hundred had not visited Canada before. Close to 11 per cent of the visitors to Nova Scotia arrived there for the first time. On a seasonal basis these proportions showed slight variations. From July to September, 16 per cent of all respondents were new visitors, and in the second quarter the proportion was 11 per cent. During the first and fourth quarters 7 and 9 per cent respectively were on "first visits".

When first and repeat visits were tabulated according to purpose of trip, about 18 per cent of the respondents giving recreation as the purpose also reported their first visit to Canada. The smallest proportion of "first visits" was specified by persons shopping with only 3 per cent being recorded in this category. "First visits" to Canada were reported by 7 per cent of those who visited friends or relatives, 8 per cent of the respondents on business, 12 per cent by persons listing education as purpose of trip, and 24 per cent in the residual category of "other" purposes.

**STATEMENT 14. Purpose of Visit<sup>1</sup> Reported by American Motorists Visiting Canada, Compiled Quarterly, Special Survey 1958**

	Percentage of questionnaires reporting main purpose of trip					
	Business	Education	Shopping	Recreation	Visiting friends or relatives	Other
	per cent					
First quarter .....	20.8	0.2	0.2	37.7	38.7	2.4
Second quarter .....	16.4	0.3	0.2	48.8	32.0	2.3
Third quarter .....	2.3	0.1	0.1	81.0	15.7	0.8
Fourth quarter .....	13.3	0.1	0.2	44.6	37.8	4.0
<b>Year.....</b>	<b>7.6</b>	<b>0.2</b>	<b>0.1</b>	<b>67.6</b>	<b>22.9</b>	<b>1.6</b>

<sup>1</sup> All questionnaires reporting purpose of trip and 3 days or more in Canada.

### Purpose of Visit

An arrangement of the data according to purpose of visit to Canada showed that over 81 per cent of the questionnaires reported one purpose of trip, and the remainder reported two or more purposes. When the data on the questionnaires reporting more than one purpose are weighted according to purpose of trip and added to the compilations of the one-purpose questionnaires, it is found that almost 68 per cent of the respondents who had visited Canada for three days or more had undertaken their trips for the purpose of recreation. The comparable figure for 1957 was between 63 and 64 per cent, as compared with nearly 82 per cent in 1956. However, it must be kept in mind that the 1956 mailing list was assembled from permits surrendered during the months of July and August when a high percentage of persons were on annual vacations. Furthermore, the 1956 survey did not provide for seasonal patterns, while in 1957 and 1958 a seasonal distribution was attempted and, as Statement 14 illustrates, the reasons for travelling varied considerably with the time of year. During the third quarter of 1958, 81 per cent of all respondents travelling in Canada were on recreation, as compared with between 74 and 75 per cent in the third quarter of 1957. Recreation was a lesser attraction

in the first quarter when only about 38 per cent listed it as a reason, and in the fourth quarter it was given by only 45 per cent.

On an annual basis, the next important reason for travelling was visiting friends or relatives, but again there appeared seasonal deviations from the annual mean. During the calendar year, some 23 per cent of the visitors to Canada came for this reason, while the proportion was 39 per cent in the first quarter, the highest percentage given for any purpose in that period. Moreover, 378 out of every 1,000 persons visited friends or relatives during the fourth quarter, 320 during the second and 157 during the third. Travel for the purpose of business accounted for almost 8 per cent of all purposes listed during 1958, but again there existed seasonal variance. In the first quarter about 21 per cent of the visits were reported for this reason, which is a 6 per cent increase over the comparable proportion in 1957. The percentages of business trips reported during the other quarters resemble those of 1957; they accounted for roughly, 16 per cent in the second quarter, 2 per cent in the third, and 13 per cent in the last three months of 1958. Shopping, education and "other" purposes not specified were responsible for less than 2 per cent of the visits to Canada, and seem to be of little importance in attracting foreign visitors.

**STATEMENT 15. Purpose of Visit<sup>1</sup> Reported by American Motorists Visiting Canada, by Province of Entry, Special Survey 1958**

Province of entry	Percentage of questionnaires reporting main purpose of trip					
	Business	Education	Shopping	Recreation	Visiting friends or relatives	Other
	per cent					
Nova Scotia.....	2.7	—	—	78.9	18.2	0.2
New Brunswick.....	3.0	0.3	0.1	65.0	31.3	0.3
Quebec.....	7.9	0.3	0.1	61.1	29.7	0.9
Ontario.....	6.2	0.1	0.1	72.0	21.2	0.4
Manitoba .....	19.9	0.2	0.5	42.6	36.1	0.7
Saskatchewan .....	13.7	0.3	—	43.3	37.6	5.1
Alberta.....	9.2	0.1	—	69.9	11.9	8.9
British Columbia .....	12.9	0.2	0.3	64.3	20.1	2.2
Yukon Territory .....	1.3	—	—	3.2	0.7	94.8
<b>Canada.....</b>	<b>7.6</b>	<b>0.2</b>	<b>0.1</b>	<b>67.6</b>	<b>22.9</b>	<b>1.6</b>

<sup>1</sup> All questionnaires reporting purpose of trip and 3 days or more in Canada.

While Statement 14 shows the seasonal variations in motivation to travel, the same data were arranged in Statement 15 to demonstrate the geographical distribution by province. On this basis, almost 79 per cent of the visits to Nova Scotia were for the purpose of recreation, with Ontario reporting 72 per cent for this purpose, Alberta nearly 70 per cent and New Brunswick 65 per cent. These percentages, when compared to 1957, showed

an increase over the previous survey; while, on the other hand, fewer persons in 1958 were inclined to travel for the purpose of visiting friends or relatives. In fact, Saskatchewan, though still reporting the highest percentage of this category for all provinces, dropped from 43 per cent in 1957 to 38 per cent in this survey. In addition, noticeable decreases are shown for all provinces, and it is notable that respondents who had entered through

Alberta were concerned with visiting friends or relatives only to the extent of 12 per cent. Manitoba, with almost 20 per cent had the highest rate of business visits; more than double the proportion received in 1957. The other provinces showed only slight variations in the pattern observed in the previous survey; such as Saskatchewan with nearly 14 per cent who reported business trips and British Columbia with about 13 per cent. On the whole, a considerably larger proportion of the visits to the Western Provinces were for business reasons than in Eastern Canada.

### Destinations

One section of this survey dealt with the study of regional patterns of destinations in Canada reported by non-resident motorists according to their province of entry. Only data from the three-day and over group were used in the compilations since it was assumed that the short-term traffic was to the greatest extent of local nature. Data showing destinations beyond the province of entry do not necessarily bear a close relation to the expenditures or duration of visit, because of the great diversity of routes and varying circumstances involved. Originally, only a geographical survey of this material was done, but in 1957 a breakdown of the volume of traffic was initiated on a seasonal basis, and in 1958 this distribution was examined again. Seasonal tabulations by province indicate that data on destination taken in any one of the quarters should not be considered as representative of the year, and provision for seasonal trends must be made in surveys to determine provincial destinations by province of entry. Accordingly, the results of the 1956 survey, derived from material gathered in July and August, are suitable for comparisons for that quarter only. Furthermore, when comparing previous surveys on a geographical basis it must be kept in mind that the ferry service from Bar Harbour, Maine, to Yarmouth, Nova Scotia, which started in 1956, made it possible for automobiles to enter Nova Scotia direct from the United States, and thus did affect the provincial distribution in the Maritimes.

For the most part, the tabulation of destinations revealed that the annual geographical distribution for the aggregate of all provinces had changed somewhat compared with 1957. It was found that 21 motorists out of every 100 responding had travelled beyond the province of their entry into Canada, while in 1957 this was the case with only 18. An examination on a seasonal basis, showed that in the aggregate for all provinces some 14 per cent of the respondents gave destinations beyond the province of entry during the first quarter, the same ratio as in 1957. In the second quarter of 1958, 15 per cent did not remain, whereas in the same period of 1957 only 7 per cent were destined to areas outside their province of entry. The proportion of persons leaving the province of entry for other destinations in Canada was the highest during the third quarter with 24 per cent, as compared to 21 per cent for the same quarter in 1957. In the fourth quarter out of every 100 entering a province 17 travelled to areas beyond.

More specific tabulations on an annual basis by province of entry and destination are shown in Statement 16. Similar to the previous two surveys, the province of destination as indicated by the majority of the questionnaires, with the exception of New Brunswick, was also the province of entry. Over 35 per cent of the respondents crossing at ports in New Brunswick listed destinations within that province, compared with 40 per cent in 1957. The largest proportion of respondents entering New Brunswick ports went on to Nova Scotia, when the ratio of this group increased from 32 per cent in 1957 to almost 37 per cent in 1958. Some 10 per cent continued on to Prince Edward Island, 13 per cent to Quebec, and nearly 2 per cent to Ontario. Moreover, there were considerable seasonal changes in this pattern. Of the motorists who proceeded to other destinations in Canada 15 per cent went on to Nova Scotia in the first quarter, 23 per cent in the second, 41 per cent in the third, and 30 per cent in the fourth quarter.

Of all motorists entering Nova Scotia via the ferry service at Yarmouth, some 75 per cent listed destinations in the province, between 3 and 4 per cent continued on to Prince Edward Island, almost 5 per cent to New Brunswick, 3 per cent to Quebec and more than 13 per cent indicated no particular destination but merely "touring". A substantial number of persons reporting to this survey during the previous two years did not specify any particular destination, and so it was decided to tabulate them separately in the 1958 survey under the heading of "touring". In the first quarter most questionnaires showing Yarmouth as the port of entry gave destinations in Nova Scotia, in the second quarter everyone reported destinations in the province, in the last quarter some 90 per cent, while in the summer months only 69 per cent remained within the province. During this period between 4 and 5 per cent of the respondents entering Canada via Yarmouth continued on to Prince Edward Island, 5 per cent went to New Brunswick, 4 per cent to Quebec, 1 per cent to Ontario and 17 per cent did not list any specific destination, indicating "touring".

Some 83 per cent of all American motorists entering Canada through Quebec ports gave destinations within that province, slightly more than 8 per cent continued on to Ontario, and 7 per cent did not specify their destinations. On a seasonal basis, the proportion of visitors indicating to have travelled to areas within the province was lower during the summer than at any other time of the year. In the first quarter almost 97 per cent did not travel beyond the province; likewise, in the fourth quarter between 90 and 91 per cent of the entries reported destinations within Quebec. The proportion of visitors proceeding to Ontario was highest during the second and third quarters of the year; similarly, touring without any particular destination was reported by the largest percentage of respondents during the summer months. The results of this tabulation confirm the seasonal trends detected during the previous survey.

**STATEMENT 16. Destination Reported by Motorists from the United States After Remaining Three Days or Over in Canada, Special Survey 1958**

Province of destination in Canada	Province of entry into Canada								
	Nova Scotia	New Brunswick	Quebec	Ontario	Mani- toba	Saskat- chewan	Alberta	British Columbia	Yukon Territory
	per cent								
Newfoundland .....	0.19	0.87	0.06	0.03	—	—	—	—	—
Prince Edward Island .....	3.53	9.66	0.13	0.04	—	—	—	—	—
Nova Scotia .....	74.72	36.57	0.61	0.33	—	—	—	0.02	—
New Brunswick .....	4.65	35.01	0.52	0.18	—	—	—	—	—
Quebec .....	2.97	12.72	82.72	11.52	0.27	—	0.09	0.06	—
Ontario .....	0.74	1.97	8.36	84.43	7.43	1.11	0.36	0.22	—
Manitoba .....	—	—	0.02	0.78	71.89	4.88	0.72	0.28	—
Saskatchewan .....	—	—	0.02	0.08	6.62	66.30	2.33	0.73	0.61
Alberta .....	—	—	0.06	0.29	6.89	18.18	63.41	10.31	0.61
British Columbia .....	—	0.04	0.15	0.11	3.38	2.22	10.94	82.15	0.61
Yukon Territory .....	—	—	—	0.01	—	—	0.27	0.14	1.83
Northwest Territories .....	—	—	—	—	—	—	—	0.06	—
Touring (no destination specified) .....	13.20	3.16	7.31	1.91	1.76	0.88	7.26	2.27	—
In transit <sup>1</sup> .....	—	—	0.02	0.05	1.76	6.43	14.26	3.62	—
In transit <sup>2</sup> .....	—	—	0.02	0.24	—	—	0.36	0.14	96.34
<b>Total .....</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>

<sup>1</sup> In transit to Alaska.<sup>2</sup> In transit to United States.

In 1958 some 84 per cent of the visitors entering through ports in Ontario reported destinations within the province, as compared with 86 per cent in 1957; nearly 12 per cent proceeded to Quebec, 2 per cent reported touring without listing any specific area, and the remaining small percentage travelled on to either the other Canadian provinces, Alaska, or destinations in the United States. The seasonal proportions follow closely the annual pattern for Ontario; only in the fourth quarter, a period of relatively light travel, does the proportion of those travelling beyond the province fall to almost 10 per cent as compared with 16 per cent for the year. The percentage of persons touring without listing any specific destination was between 2 and 3 per cent in the summer months. Statement 16 indicates on a proportional basis that the province of Quebec received more visitors who had entered through Ontario and New Brunswick than enter Quebec ports and leave for these two provinces. It should be noted again, however, that this part of the survey dealt only with motorists who had indicated trips of three-day duration or longer, and is not representative for the aggregate automobile permit traffic.

Approximately 72 per cent of the respondents entering through ports in the province of Manitoba listed destinations within the province; over 7 per cent proceeded to Ontario, as compared with 9 per

cent in 1957. The proportion of visitors continuing on to Saskatchewan was also slightly lower in 1958 with only 7 per cent as compared with 9 per cent in the previous year, but, on the other hand, almost 2 per cent more travelled on to Alberta, namely 7 per cent of all entries into Manitoba. Over 3 per cent went on to British Columbia, and the same proportion reported "touring" and "in transit" travel combined. In the third quarter, a substantially higher percentage of those entering through Manitoba left for other destinations, notably for Ontario and Alberta when each received over 10 per cent of the visitors crossing at Manitoba ports. While during the summer period only 61 per cent stayed in Manitoba, the percentages for the other three quarters of the year were well above the annual figure. From Statement 16 it is interesting to note that the percentage of visitors entering through Ontario and proceeding to Manitoba is much smaller than the traffic in the opposite direction. However, an examination of the actual volume of travel between the two provinces, indicates that three times as many motorists leave Ontario for Manitoba than leave Manitoba for Ontario.

Of the entries through Saskatchewan over 66 per cent gave destinations in that province, as compared with 75 per cent in 1957; 18 per cent continued on to Alberta; 5 per cent to Manitoba; and 6 per cent indicated travel through to Alaska.

On a quarterly basis the results of this survey underline the seasonal trends discovered in the previous survey.

In 1958 nearly 63 per cent of the visitors entering through Alberta reported destination in the province. On a seasonal comparison this proportion was almost unchanged for all four quarters of 1958, although the annual proportion was some 10 per cent less than in the previous year. This change can be explained by the separate recording of reports indicating "touring".

The proportions of entrants remaining in British Columbia and those reporting destinations in other provinces were practically unchanged when compared to 1957. Some 82 per cent gave destinations within the province, more than 10 per cent proceeded to Alberta, and almost 4 per cent were in transit to Alaska from the United States. In the first quarter between 90 and 91 per cent of the American motorists entering through ports in British Columbia reported destinations in the province, some 89 per cent remained there during the second quarter, 77 per cent in the third, and 88 per cent in the fourth quarter.

Over 96 per cent of the visitors entering Canada at ports in the Yukon Territory were in transit from Alaska to the United States, but they used different provinces of exit; out of this proportion, 8 per cent returned to the United States via Manitoba ports, 11 per cent through Saskatchewan, 37 per cent through Alberta and 43 per cent crossed from Canada to the United States at ports in British Columbia. Similarly, visitors travelling through Canada from the United States to Alaska entered Canada at different ports. Almost all proceeded through the Yukon Territory, but about 44 per cent had entered Canada at British Columbia ports, 41 per cent at Alberta ports, 8 per cent in Saskatchewan, and the remainder in Manitoba, Ontario and Quebec before continuing on to Alaska through the Yukon Territory.

### Types of Accommodation

In tabulating the data obtained from the questionnaires according to type of accommodation used in Canada, it must be kept in mind that this survey is concerned only with automobile traffic entering Canada on travellers' vehicle permits; non-automobile traffic is not included. Also, accommodation used will be affected to some extent by the type available in certain areas. For instance, the motel and motor court facilities have expanded more rapidly in some provinces than in others and, being more readily available, may have attracted a greater proportion of travellers.

The results of these tabulations indicate that motor courts or motels again were the best liked type of accommodation for motorists, which underlines the pattern established in the previous surveys from 1955 to 1957. Out of every 1,000 motorists in 1958, 293 were accommodated by motels or motor courts, as compared with 298 in 1957 and 304 in 1956. It was also shown that almost 24 per cent stated to have stayed with friends or relatives, which is almost the same proportion as 1957. It may be noted that although only 23 per cent of the respondents checked visiting friends or relatives as purpose of trip, on the other hand, almost 24 per cent stated to have stayed with them during their trip. Accordingly, some having been accommodated by friends or relatives listed other purposes of trip than primarily such visits. Hotels or resorts followed in importance and were chosen by a little over 20 per cent of all respondents, a figure virtually unchanged when compared with 1957. Tourist homes attracted only 34 out of every 1,000 motorists as compared with 41 in the previous year. Vacation cottages, continuing in popularity, again received almost 14 per cent of all motorists in this survey. During the last three years the proportion of persons camping out has changed little, and in 1958 it represented 6.3 per cent of the total; trailer coaches and other types of accommodation were used by about 3.5 per cent.

**STATEMENT 17. Accommodation Used by Motorists from the United States While Travelling in Canada<sup>1</sup> Compiled Quarterly, Special Survey 1958**

	Hotel or resort	Motor court or motel	Tourist home	Vacation cottage	Camp out	Trailer coach	Visiting friends or relatives	Other
	per cent							
First quarter .....	38.9	20.5	2.5	0.5	<sup>2</sup>	0.1	34.1	3.4
Second quarter .....	23.3	27.2	2.0	11.3	4.4	0.6	28.3	2.9
Third quarter .....	17.5	31.8	4.2	16.3	7.8	1.4	19.4	1.6
Fourth quarter .....	20.8	22.7	2.3	8.7	3.6	0.7	35.8	5.4
Year .....	20.1	29.3	3.4	13.7	6.3	1.1	23.7	2.4

<sup>1</sup> Automobile visits of 3 days or over in Canada.

<sup>2</sup> Less than 0.1 per cent.

Statement 17 illustrates how the type of accommodation used varied with the time of the year in which the trip was undertaken. During the winter months the highest proportion of our visitors stayed in hotels or resorts. In the first quarter of 1958, 39 per cent of all persons stayed in hotels, while 34 per cent were accommodated by friends or relatives, and between 20 and 21 per cent used motels. The preference for the hotel declined somewhat during the second quarter reaching a minimum in the third quarter, but during the fourth quarter a partial recovery was observed. The popularity of the motor courts or motels followed almost the opposite pattern according to the season of the year. Motels provided accommodation for our visitors to the greatest extent during the summer months, whereas they were at their minimum of importance during the first and fourth quarters of 1958. Friends or relatives provided for a comparatively high ratio of our visitors at all seasons of the year, except during the third quarter when other types like tourist homes, trailer coaches, vacation cottages and camping out attracted their peak proportions for the year. Use of vacation cottages during the third quarter gained somewhat in popularity when compared with 1957, and it is evident that the season of the year had direct influence on the number of persons using this type of lodging. In general, the seasonal patterns for 1958 followed quite closely the trend observed in the 1957 survey.

#### Types of Accommodation by Purpose of Trip

The purpose for which the trip was undertaken represents another factor influencing the type of lodging used. For instance, persons travelling for business reasons preferred hotels to all other types combined, and out of every 1,000 persons giving business as the purpose of trip in this survey 528 had stayed in hotels, 313 had used motels or motor courts, 71 had depended on friends or relatives and the remainder used other accommodation. Moreover, hotels were used more frequently during the first quarter of 1958 by persons travelling for this purpose in Canada than during the other three quarters of the year and, besides, the seasonal trend for the use of hotels described in the previous paragraph is evident also with persons on business. Persons on recreation, who represent the largest group of visitors to Canada, were more diversified in their choice of lodging. On an annual basis about 35 per cent stayed in motor courts or motels, 22 per cent hotels or resorts, and 21 per cent in vacation cottages. Over 9 per cent of this group camped out, between 4 and 5 per cent used tourist homes, and the remainder stayed with friends or relatives, lived in trailer coaches or used other types of accommodation. On a seasonal basis, almost two-thirds of this group used hotels or resorts in the first quarter, while 24 per cent stayed in motels. During the remainder of the year, vacation cottages provided lodging for more than 20 per cent of this group, while the share of visitors in hotels dropped to 22 per cent in the second, 21 per cent in the third and 23 per cent in the fourth quarter. Motels attracted as high as 37 per cent of the volume of

persons on recreation in the third quarter. Of the visitors to Canada who had indicated visiting friends or relatives as the purpose of trip, 76 per cent obtained accommodation in their homes, about 13 per cent stayed in motels, 7 per cent in hotels, and the remaining 4 per cent used all other types of lodging. Obviously persons in this group listed accommodation en route, and possibly there were instances when friends or relatives would not be in a position to provide for their visitors at destination. Persons who had indicated shopping, education and other reasons for travelling in Canada represented less than 2 per cent of the total volume of visitors, and the lodgings used by these groups were hotels to an extent of 47 per cent by shoppers, motels by 49 per cent of "other" travellers, and miscellaneous types of accommodation like apartments, rooming houses, etc., by visitors who had come for education. Visitors of the three day and over category who had combined several purposes for the trip lived mostly with friends or relatives.

#### Types of Accommodation by Province of Entry

Not all provinces showed the same patterns in providing the various types of lodging for their visitors. But since this survey was concerned with automobile permit travel alone, the most popular type of accommodation for all provinces, as in 1957, were motels or motor courts. It is likely, however, that a survey including non-automobile traffic would indicate a much lower proportion of persons using this sort of lodging. In 1958 the provincial proportions of the volume of travellers using motels ranged from almost 61 per cent for the Yukon Territory to close to 41 per cent for Nova Scotia, the same for Alberta, 36 per cent for British Columbia, 32 per cent for Quebec, 30 per cent for New Brunswick, and about 25 per cent for each of Ontario, Manitoba and Saskatchewan. The average proportion of respondents using hotels in all provinces was 20 per cent, but in Quebec close to 28 per cent of the volume of visitors specified this type of lodging, which is a higher percentage than that of any of the other provinces; this proportion was higher than in 1957, but the increase during 1958 was relatively slight when compared with the growth from 24 per cent in 1956 to 27 per cent in 1957. In most provinces the largest proportion of their visitors stayed in hotels or resorts during the first six months of the year, and for Quebec this figure amounted to 53 per cent during the first quarter, probably due to the popularity of the Laurentian winter resorts. A smaller proportion of the visitors to New Brunswick reported hotel accommodation than in any of the other provinces, and this proportion was as low as 11 and 10 per cent respectively in the third and fourth quarters of the year. Tourist homes were used by close to 10 per cent of the visitors to Nova Scotia, by 8 per cent in New Brunswick, and by 6 per cent in Quebec. During the third quarter, the season of heaviest travel, Nova Scotia tourist homes accommodated over 11 per cent of the visitors, while the average for this kind of lodging in all provinces during the third quarter was only 4 per cent. Further-

**STATEMENT 18. Accommodation Used by Motorists from the United States While Travelling in Canada<sup>1</sup>  
by Province of Entry, Special Survey 1958**

Province of entry	Hotel or resort	Motor court or motel	Tourist home	Vacation cottage	Camp out	Trailer coach	Visiting friends or relatives	Other
	per cent							
Nova Scotia .....	19.2	40.7	9.7	5.3	4.7	—	18.3	2.1
New Brunswick .....	12.0	30.2	7.7	7.2	8.0	0.9	30.2	3.8
Quebec .....	27.8	32.0	6.1	3.0	2.1	0.5	26.4	2.1
Ontario .....	17.9	25.5	3.0	21.7	5.4	0.6	23.5	2.4
Manitoba .....	23.7	25.1	0.5	6.9	6.7	1.6	33.0	2.5
Saskatchewan .....	18.8	25.0	0.7	9.4	7.1	1.6	34.6	2.8
Alberta .....	17.9	40.5	2.8	2.5	14.6	5.2	15.3	1.2
British Columbia .....	24.7	36.3	0.9	2.9	10.2	2.8	20.1	2.1
Yukon Territory .....	17.3	60.7	—	—	17.3	0.5	2.3	1.9
<b>Canada .....</b>	<b>20.1</b>	<b>29.3</b>	<b>3.4</b>	<b>13.7</b>	<b>6.3</b>	<b>1.1</b>	<b>23.7</b>	<b>2.4</b>

<sup>1</sup> Visits of 3 days or over in Canada.

more, this type of accommodation enjoyed little popularity among the visitors to the Western Provinces and, except for Alberta, the percentages were negligible. Vacation cottages continued to be more popular in Ontario than in any of the other provinces with almost 22 per cent of the respondents using this type of lodging. During the third quarter of 1958, 255 out of every 1,000 visitors covered by this survey had stayed in Ontario vacation cottages. The lowest proportions for this lodging were reported by visitors entering Canada through Alberta, British Columbia and Quebec during all quarters of the year. Camping out was chosen more frequently in Alberta and British Columbia than in any of the other provinces except the Yukon Territory. In all provinces east of Alberta less than 10 per cent of the respondents camped out, while 17 per cent in the Yukon Territory, 15 per cent in Alberta and 10 per cent in British Columbia made use of this type of lodging. The trailer coach was used in similar patterns, being preferred more in Alberta and British Columbia than in the other provinces. As Statement 18 indicates there are considerable variations between the different provinces in the proportion of respondents staying with friends or relatives. In Saskatchewan this kind of lodging was used by almost 35 per cent of all persons, while those entering through Alberta used it to the extent of only 15 per cent, confirming the pattern observed in the 1956 and 1957 surveys. However, there were only minor changes per province in the percentage of persons who stayed with friends or relatives compared with the previous year; in fact, only the Maritimes showed a slight fall in this category, while the other provinces retained the same proportions as in 1957.

#### Mileage

The mail questionnaires sent out for this special survey also contained questions on the approximate mileage travelled in Canada, tabula-

tions of which illustrated the change in the mileage per length of stay. Respondents who had remained in Canada for one day or less stated to have travelled, on the average, some 153 miles per trip. The distances reported varied with the time of the year, and the longest trips in this category were undertaken in the third quarter, when the distances amounted to 169 miles per trip. In the other quarters, when the total one-day volume of permit travel was relatively lower than in the third quarter, the mileage reported per trip ranged from 118 in the fourth to 136 in the first and 149 miles in the second quarter.

Persons who had remained in Canada for two days averaged 232 miles per trip in 1958, compared with 237 miles in 1957. This decrease was noticeable mainly during the third quarter when the average distance per report decreased from 283 miles in 1957 to 266 in 1958. Shorter distances were travelled during the other seasons, and motorists in the first quarter indicated to have done merely 188 miles during their two-day trips in Canada.

The mileages reported by motorists who had stayed in Canada three days or more followed a similar seasonal pattern when compared to the one and two-day groups. The peak mileage was reached during the third quarter, when respondents averaged 768 miles per trip, about 10 miles less than the 1957 survey had revealed. The tabulations showed that the figure for this group during the first quarter was about 466 miles, 535 for the second and 638 for the fourth. Properly weighted by season, the annual average per trip travelled in Canada by motorists responding to this survey was 688 miles, slightly less than the 697 mile average for 1957. Comparisons with the results of the 1956 survey can just be made for the third quarter since then the questionnaires were only sent out during July and August. During that time the average mileages per trip were about 2 per cent higher than in 1958.

**STATEMENT 19. Average Mileage in Canada<sup>1</sup> as Reported by Motorists from the United States, by Destination and Province of Entry, Special Survey 1958**

Province of destination	Province of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Newfoundland .....	Newfoundland .....	—	—	—	—	—
	Other Provinces .....	2,000.0	3,000.0	2,341.3	1,386.0	2,195.3
	Canada .....	2,000.0	3,000.0	2,341.3	1,386.0	2,195.3
Prince Edward Island .....	Prince Edward Island .....	—	—	—	—	—
	Other Provinces .....	676.0	1,125.5	1,154.7	1,151.9	1,143.1
	Canada .....	676.0	1,125.5	1,154.7	1,151.9	1,143.1
Nova Scotia .....	Nova Scotia .....	1,155.0	628.2	1,031.5	765.6	938.2
	Other Provinces .....	1,419.6	1,385.1	1,495.0	1,361.4	1,467.2
	Canada .....	1,341.8	1,059.0	1,362.3	1,149.5	1,303.5
New Brunswick .....	New Brunswick .....	329.9	468.4	537.7	359.4	476.7
	Other Provinces .....	1,160.0	1,407.7	1,508.8	975.0	1,444.6
	Canada .....	527.6	564.9	663.0	372.7	576.3
Quebec .....	Quebec .....	288.7	318.2	522.5	358.0	418.3
	Other Provinces .....	874.1	914.8	1,081.6	885.0	1,020.6
	Canada .....	421.0	520.4	784.0	485.3	652.4
Ontario .....	Ontario .....	439.8	486.9	541.0	522.6	523.5
	Other Provinces .....	648.5	779.0	992.9	1,003.1	921.0
	Canada .....	444.5	499.1	553.8	535.9	535.8
Manitoba .....	Manitoba .....	216.6	362.8	509.1	363.1	428.6
	Other Provinces .....	880.3	1,107.1	916.2	1,080.7	948.5
	Canada .....	360.1	464.1	653.8	453.7	566.4
Saskatchewan .....	Saskatchewan .....	1,128.8	627.9	1,023.3	913.3	878.8
	Other Provinces .....	650.0	1,445.7	1,546.8	1,181.3	1,486.1
	Canada .....	1,009.1	817.7	1,220.5	949.6	1,059.7
Alberta .....	Alberta .....	618.7	785.1	1,032.2	855.5	980.2
	Other Provinces .....	1,275.1	1,242.9	1,494.1	1,544.5	1,457.8
	Canada .....	1,004.0	1,052.3	1,266.2	1,139.5	1,223.7
British Columbia .....	British Columbia .....	209.2	272.5	418.6	346.2	353.6
	Other Provinces .....	4,705.8	3,366.7	1,630.5	2,494.4	1,849.5
	Canada .....	272.0	298.9	499.9	382.8	416.1
Alaska (in transit to or from) .....		2,446.7	2,349.1	3,714.8	2,545.8	3,092.4
Touring (no destination specified) .....		—	1,082.5	1,576.8	1,768.0	1,574.6
In transit to United States .....		—	656.8	990.8	918.3	901.6
<b>Canada<sup>2</sup> .....</b>		<b>465.8</b>	<b>535.3</b>	<b>768.4</b>	<b>637.7</b>	<b>688.4</b>

<sup>1</sup> Questionnaires reporting 3 days or more in Canada.

<sup>2</sup> Includes vehicles destined to Yukon Territory and Northwest Territories.

The distance travelled varied considerably with the purpose of trip. By arranging the information collected from the samples according to purpose of trip, it was discovered that respondents who had remained in Canada for three days or more and who had come to shop, covered approximately 270 miles, as compared with 318 miles in 1957. Those indicating "other" reasons for travel in Canada did about 2,000 miles per trip, but it must be noted that a substantial number of these people were in transit to or from the United States and Alaska. Americans coming to visit friends or relatives travelled some 497 miles, while those on business averaged 602 and those on recreation 686 miles. Generally, the distances reported by most of these groups were shorter than those of 1957.

Statement 19 shows the mileage travelled in Canada according to destination by province of entry. Respondents of the three-day and over group who reported destination within the province of entry had travelled 501 miles compared with 537 miles in 1957, while respondents entering one province but proceeding to destinations in other provinces had travelled 1,396 miles, which also shows a slight drop from the 1957 figure of 1,442 miles. Motorists destined to British Columbia reported the shortest trips of all provinces again in 1958, namely some 416 miles. Those entering British Columbia at ports within the province averaged some 354 miles, but motorists entering through other provinces travelled some 1,850 miles to reach their destination. The longest trips were reported by

travellers to or from Alaska; these trips covered a distance of about 3,092 miles, compared with trips to Newfoundland averaging some 2,995 miles. American motorists who indicated to have toured Canada with no particular destination averaged some 1,595 miles per trip, and those in transit to the United States travelled 902 miles. Visitors to Prince Edward Island averaged 1,143 miles, and those to the province of Nova Scotia travelled 1,303 miles; but entering Nova Scotia via the ferry at Yarmouth, their average was only 938 miles while, on the other hand, entering through other provinces, travel to Nova Scotia destinations amounted to 1,467 miles per trip. For all of Ontario, trips averaged 536 miles, but persons entering through ports in the province covered 524 miles, whereas entrants from other provinces with destinations in Ontario averaged 921 miles per trip. Americans giving destinations in Alberta reported trips averaging 1,224 miles; again, when entering at ports within the province they covered about 980 miles, and those travelling to destinations in Alberta when the port of entry was in other provinces reported to have travelled 1,458 miles. Returns from the other provinces showed similar patterns in the mileages indicated by visitors whose destinations were in one province when entering at ports within that province or through other provinces. Furthermore, respondents giving destinations in Quebec reported 652 miles per trip being the only province reasonably close to the average for Canada.

The time of year had some bearing on the number of miles travelled per visit. In the first quarter an average of 466 miles per trip was reported. Respondents entering Canada through ports in one province and proceeding to another covered some 1,239 miles, while trips within the province consisted of 416 miles. During the second quarter of 1958, Americans visiting Canada averaged about 535 miles per trip. Persons who reported destinations within the province of entry travelled 424 miles, whereas visitors entering via ports in other provinces travelled 1,155 miles. Normally, visits during the third quarter involve more travelling in Canada. The average trip in the period from July to September inclusive covered 768 miles in Canada, but motorists en route to destinations in provinces other than that of entry travelled 1,448 miles, substantially more than the average for the year (1,396 miles); visitors proceeding to places within the province of entry drove an average of 551 miles. The comparable distances covered in the fourth quarter of 1958, although slightly shorter than those in the third, were considerably greater than during the first half of the year. Persons indicating destinations within the province of entry reported 471 mile trips, and those entering through other provinces travelled 1,464 miles to reach their destinations. The average length of trip during the fourth quarter, regardless of port of entry, was 638 miles.

#### Length of Stay

The two sources of information on length of stay provided patterns which did not coincide at all points. A direct comparison of the travellers' ve-

hicle permits surrendered during the months in which the questionnaires were mailed for the survey shows an under-coverage in some classifications and excessive coverage in others. For example, 25 per cent of the long-term travellers' vehicle permits had been surrendered three days after they had been issued, and 16 per cent had been returned after four days. A similar breakdown of the questionnaires from the survey showed that in the long-term classification almost 17 per cent of the respondents stated they had remained in Canada for three days, and almost 14 per cent for four days. On the other hand, a larger percentage of respondents on the questionnaires indicated stays of five, six and seven days than the percentage of permits tabulated for these classifications. This would mean that, since according to Table 1 the average expenditures per car per day were higher for the five, six and seven-day, than for the three and four-day classifications, and because there was an excessive coverage for the five to seven-day groups in the mail survey, the data from the survey or data from any other survey that would be biased in this manner, should not be used as a basis for estimates on receipts from foreign travel in Canada. But it must be pointed out that the main purpose of this special survey was not to determine the length of stay or expenditures of Americans in Canada as these two items are determined directly from the travellers' vehicle permits. Rather, this survey is primarily to study the travel behaviour of our visitors while they are in Canada, and information on purpose of trip, accommodation used, mileage, destination, etc. is gained more readily by such a method.

Usually the length of time American visitors spend at their destinations in Canada represents only a portion of the over-all length of their vacation trips. A portion of their travel time is allotted to en route travel to destination, and in many cases the time spent in Canada is only part of a vacation which extended to several countries. The questionnaires, therefore, gathered information on the days spent in Canada (a) at destination and (b) en route, as well as data on whether or not this trip was part of a longer vacation and how long it lasted all in all. Tabulations revealed that while the whole vacation per respondent had lasted on the average about seventeen days, a little over ten days of this time were spent in Canada. (The tabulations of the long-term permit data in Table 1, after deducting the one and two-day groups, show that the average trip in Canada had lasted about ten days as determined by the original date stamps at the ports of entry and exit). Furthermore, 29 per cent of their ten days in Canada was time spent en route, and 71 per cent was vacation at destination.

Showing length of stay as a proportion of the whole vacation trip, 61 per cent of the respondents' travel time had been allotted to Canadian travel, and, more specifically, 43 per cent to vacation at Canadian destinations and 18 per cent to en route travel in Canada. These proportions varied somewhat with the time of the year. During the second and fourth quarters only 59 per cent of the total

travel time was reported for vacation in Canada, i.e., 15 per cent of it was spent en route and 43 per cent at the destination, for both quarters. During the summer months respondents indicated to have allotted over 63 per cent of their total vacation time to travel in Canada, or 44 per cent at destination and 19 per cent en route. Although the over-all duration of the vacation trips reported during the first quarter was about three days shorter than during the third, the proportions of time spent en route and at destinations in Canada were about the same for both quarters.

While in Canada, persons on business trips spent 77 per cent of their time at destination and 13 per cent travelling en route. This is the shortest en route travel reported for any purpose of trip, except education. Respondents indicating shopping trips spent 61 per cent of their time at destination, and those on recreation allotted 68 per cent of their stay in Canada at place of visit. Persons visiting friends or relatives spent 76 per cent of their time at place of visit while, as already mentioned, the aggregate for all purposes amounted to 71 per cent at destination and 29 per cent en route travel.

On a provincial basis the differences in length of stay in Canada varies with the relative proximity of the areas visited. Some 56 per cent of all motorists in this survey visited Ontario, and their stay at destination was the longest for all provinces with only 25 per cent of their time allotted to en route travel. Visitors to Manitoba and Saskatchewan spent 28 and 29 per cent of their travel time en route, and persons visiting Quebec and New Brunswick used 33 per cent of their time travelling to the place of visit. The largest proportion for en route travel was reported by visitors to Alberta and British Columbia; they spent 41 per cent of their time en route before arriving at their destination.

### Purpose of Expenditures

Besides being asked to state the expenditure per trip, persons included in this survey were asked to show on what items they spent their money while in Canada. To simplify the procedure, the questionnaires listed the following groups of items: transportation, food and beverages, lodging, handicrafts and souvenirs, other merchandise, and a sixth group to include expenditures on items not specified already. The arrangement of total expenditures by groups of items purchased showed hardly any change over the results of the tabulations made in 1957, or even 1956. Out of every dollar spent between 31 and 32 cents again were used to purchase food and beverages; over 22 cents were used for lodging; 16 cents for transportation; close to 12 cents for other merchandise; 11 cents for items not further specified; and close to 7 cents were used to purchase souvenirs or handicrafts. The outlay for lodging in camps, however, in some cases included the cost of a guide as well as the cost of boats and outboard motors. It is interesting to note that the breakdown of the travel dollar has shown practically no change for the past four years.

However, the breakdown varied somewhat for persons listing different purposes of trip. Motorists in Canada on recreation made up over 60 per cent of all persons covered by this survey, and on trips lasting three days and over they spent slightly more on lodging, food and beverages but less on transportation than the average for all purposes. Persons on business spent more on lodging and food than any other group, but the least proportion of their travel dollar went to the purchase of handicrafts, souvenirs and other merchandise. Shoppers, however, allocated about 50 per cent of their outlay for merchandise and 9 per cent for souvenirs and handicrafts, which is considerably higher than the average; but, on the other hand, only 5 per cent for lodging and 16 per cent for food and beverages which is well below the general mean. Those visiting friends or relatives paid a greater share of their travel expenditures for transportation than any other category while, at the same time, their lodging costs consumed the smallest proportion. Persons remaining in Canada less than three days spent slightly more of their travel dollar on merchandise, souvenirs and handicrafts, but somewhat less on transportation and lodging. The percentage of outlay on food and beverages was about the same for all respondents, regardless of length of stay. The seasonal breakdown of expenditures followed the annual pattern quite closely with only minor quarterly variations.

A tabulation of the expenditures on a geographical basis reveals that respondents allocated their money in differing proportions by province. The highest proportion for transportation was allocated by respondents travelling in Alberta, Saskatchewan and the Yukon Territory, while the lowest for this item was reported by visitors to Quebec. On the other hand, those visiting Quebec spent a larger percentage of their money on food, beverages and lodging than visitors to any other province in Canada. Visitors to Saskatchewan and the Yukon Territory reported a lower percentage of outlay on accommodation than those visiting any other province. The province of Ontario received over 56 per cent of all money spent by non-resident motorists who were in Canada for three days and more and who had responded to this survey which is reasonably close to the estimate from other sources for all travel in the province as shown in Statement 9. The pattern of expenditures on the various items in this province showed only minor divergences from the annual pattern set across Canada. The percentages of outlay on transportation and souvenirs was a little smaller, but the portion of the travel dollar allocated for food, beverages and accommodation was slightly greater than the general average. In the province of British Columbia, which according to the survey is next in importance as to receipts from this group of visitors, the breakdown of expenditures indicates that visitors spent 21 per cent of their outlay on transportation as compared with 16 per cent for the aggregate, but the percentages they spent on food, beverages and lodging were a little below the over-all averages.

### Comments by Visitors

Finally, a tabulation of comments or impressions, both favourable and unfavourable, was undertaken for travellers in the two-day and three-day and over groups. Of all respondents, more than 52 per cent commented favourably on impressions formed in Canada, 23 per cent had both positive and negative remarks, 21 per cent refrained from saying anything and 4 per cent had nothing but criticism. The smallest proportion, namely 3 per cent, made solely negative remarks during the third quarter, while this proportion was 5 per cent during the winter months. The percentage of favourable remarks was highest in the second quarter and lowest in the first. Indifference to this question was strongest during the third quarter when 24 per cent made no comments of any kind. To investigate the nature of the remarks made, first all favourable and then all unfavourable comments were compiled by specific kind on a provincial and seasonal basis.

In 1958, 78 per cent of all comments made were positive. Scenery, hospitality and roads were lauded most often. Of all positive remarks 30 per cent dealt with scenery, 26 per cent with the Canadian people, hospitality and courtesy, 12 per cent with good road conditions, 7 per cent with fishing, just to mention the most prevalent. Of course, a great variety of other items were enjoyed, like our cities and towns, our food, accommodations, churches, historical sites, camping facilities, stores, reasonable prices, highway markings, tourist information, the absence of billboards, the climate, national parks, beaches, golf clubs, the politeness of customs and police officers, the progress in building, the picnic areas and many others. On a seasonal basis, the scenery was praised most often during the third quarter of 1958, while during the first, second and fourth quarters more comments were made on hospitality and courtesy than on any other single item. Other favourable impressions were

noted to a greater or lesser degree according to the season of the year for which certain activities were best suited, like fishing in the spring or shopping at Christmas. Furthermore, the favourable expressions differed greatly according to province but are too numerous for a detailed analysis in this report.

On the other hand, 22 per cent of all comments made by respondents were of negative nature. Most complaints dealt with poor road conditions, the discount on the United States dollar, and high prices. In fact, 30 per cent of all unfavourable criticism was about the poor conditions of the roads, the lack of road signs, careless drivers, and about speed laws. Some 18 per cent were annoyed to lose money when changing United States currency, and coupled with this complaint high prices in Canada were mentioned. Other things criticized were almost as numerous as ones which received praise, and included poor restaurant service and lodging facilities, Canadian liquor laws, early closing hours of stores, lack of highway restaurants, lack of camping grounds; and, indeed, several persons aired their disappointment not to have seen any R.C.M.P. officers! During spring and fall the unfavourable comments on road and driving conditions were highest, which is to be expected. A greater proportion of persons complained about the discount rate during the second quarter when this rate was 3 per cent, than during the third quarter when it was 4 per cent. The severity of these complaints has obviously no particularly close connection with the size of the discount rate itself. On a provincial basis of distribution, the nature of the complaints varied considerably although high prices were criticized to the same extent by visitors to all provinces. Again it should be pointed out that the remarks of dissatisfaction made up only about 22 per cent of all comments made, both favourable and unfavourable.

### Distribution of Travel Expenditures by Residents of the United States in Foreign Countries

Expenditures for travel to foreign countries by residents of the United States reached a new record in 1958, according to the United States Department of Commerce. The amount spent on foreign travel amounted to \$2,140 million, an increase of \$190 million or approximately 10 per cent higher than the previous record of \$1,950 million established in 1957. The increase was more pronounced in the first and fourth quarters of the year, while the third quarter showed a slight drop from the 1957 level. The new record developed chiefly through an increase in transportation costs which were about three times higher than the previous year. This was due to the substantial increase in travel to more distant countries with corresponding higher transportation costs and particularly to the heavy increase in air travel where fares constitute a greater proportion of the total travel expenditures. There was also an expansion in cruise travel where some 75 per cent of the outlay goes for fares and other expenditures aboard ship.

Actual payments to foreign countries in 1958 comprise \$1,460 million spent abroad plus \$320 million paid to foreign carriers, or an aggregate of \$1,780 million. The balance of \$360 million represents payments to carriers registered in the United States for transportation to foreign areas. The breakdown on transportation costs amounted to 47 per cent paid to foreign carriers and 53 per cent to carriers registered in the United States. Payments to foreign ships and planes for fares advanced by one-fifth over 1957, while fares paid to United States carriers increased by only half as much; which suggests a greater proportion of the passengers were carried by foreign airlines, and the popularity of cruise travel which is principally on foreign vessels.

The volume of travel to overseas countries by residents of the United States involved some 1,398,000 trips during 1958, an increase of 2 per cent over 1957. Most of the increase in volume ap-

peared in travel to Europe and countries in the Far East. The sharp drop in travel to countries with political unrest more than offset the increase to other countries in the Western Hemisphere.

Travel to the West Indies, Central and South America is chiefly by air and the greatest number of travellers to this area originate in the Middle Atlantic States. About 75 per cent of the travel to Bermuda comes from the states of New York, Connecticut, New Jersey and Massachusetts, while nearly one-third of the travel to Cuba is from Florida. During the Florida season, however, about 66 per cent of American travellers to the Caribbean actually reside in New England, the middle Atlantic or Central States, but during the summer months fewer residents of the Northern States are in Florida and travel to the West Indies is mainly confined to persons living in Florida or nearby states.

Travel to Mexico is principally from neighbouring California and Texas, and New York which is easily accessible by air. Since 1952 there has been a steady increase in travel to Europe from California, Illinois and Michigan; more especially now that these states have direct air transportation to Europe. In fact, available data indicate that direct air transportation to a country or area attracts many visitors.

The increase in expenditures for travel in foreign countries during 1958 was more pronounced than in the previous year despite the business recession and, besides, was more apparent in travel to Europe and the Far East. Expenditures within foreign countries were \$88 million higher than in 1957, of which some \$77 million went to European countries and \$11 million to countries in the Far East. Travel to Canada and the Caribbean area, on the other hand, appears to have been more directly affected by the recession which was more severe in cities close to the Canadian border populated by a large proportion of potential American visitors and, no doubt, the political unrest in Cuba was detrimental to travel in the Caribbean area.

Data released by the United States Department of Commerce showed that in terms of United States dollars Canada received about 5 per cent less than in 1957 while Mexico received an additional \$15 million; percentage-wise the increase for Mexico amounted to between 4 and 5 per cent. American expenditures in Canada have already been discussed in this report and need not be repeated, except to mention that most of the decrease was in the non-automobile traffic where the length of stay declined from 6.1 days in 1957 to 5.5 days in 1958; and, also, the average expenditure per visit was lower. At the same time, the average length of stay for persons entering by automobile on travellers' vehicle permits also declined in 1958. Compared with other foreign countries, Canada's share of the expenditures made by residents of the United States

on travel to foreign countries has gradually diminished in the post war years from 48 per cent of the total in 1945 to 22 per cent in 1958. Percentage-wise Canada and Mexico received almost the same proportion of the total, although the comparison in dollars revealed that Canada received about \$4 million more than Mexico.

Travel expenditures in Mexico rose to a new peak of \$320 million, of which about two-thirds was spent in Mexican border towns. The new record represents a gain of 5 per cent over 1957 and reflects a greater number of crossings along with the increased cost of living in Mexico which caused the average expenditures of travellers, especially to the interior, to rise.

After a minor reversal during 1957 in the trend towards greater proportions of the total expenditures going to Europe and the Mediterranean area, a new record in this respect was again established in 1958. Chart 1 shows that European countries have improved their position from 21 per cent of American expenditures on foreign travel in 1948 to 37 per cent in 1955 and 1956. However, in 1957 this area received only 35 per cent of the total, due to the inauguration of short-stay excursions at reduced fares which lowered the outlay for travel in this area. In 1958 the European countries received 38 per cent of the total amount spent abroad or, in other words, some \$560 million. This represents 16 per cent more than in 1957 and also, is the highest annual increase since 1955. The gain over 1957 was due principally to an increase in the number of travellers as the average expenditure per visit to European countries was about the same as in 1957, namely \$1,531 per person. Expenditures in Europe amounting to \$1,048 with an additional \$664 for transatlantic fares or a total of \$1,712 were reported by persons travelling by ship as compared with \$1,436 for plane passengers. Moreover, expenditures of air travellers comprised \$786 spent in Europe and \$650 for fares. Air travellers reported 41 days stay as compared to 68 days for sea travellers which explains the higher expenditure of the latter group. The average length of stay in Europe declined from 52 days in 1957 to 50 days in 1958, reflecting a greater proportion of air travellers in the total. Expenditures per trip of foreign-born travellers are about 37 per cent below those of travellers born in the United States, due to the tendency of the foreign-born to visit the family or friends and, in addition, to limit the extent of their travel within Europe. In 1958, travellers born in the United States averaged \$1,000 in Europe as compared with \$632 reported by foreign-born travellers.

About 45 per cent of the American visitors to overseas areas went to Europe and two-thirds of these travelled by air. The airlines offered a new and more economical type of accommodation during the second quarter of 1958, named the economy class. From the time of inauguration it became the most fully utilized of any type of air transportation

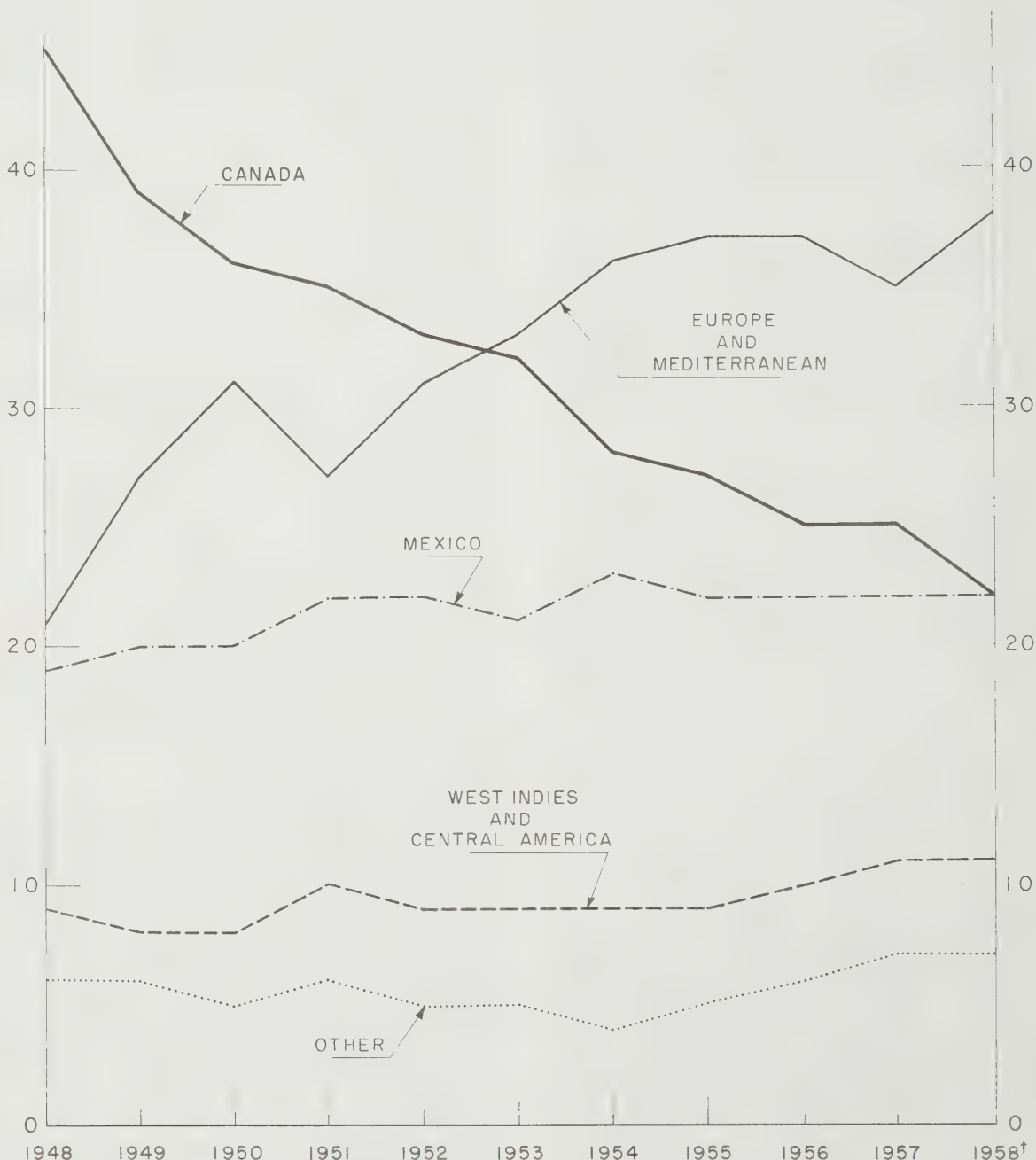
CHART-1

# DISTRIBUTION OF TRAVEL EXPENDITURES\* IN FOREIGN COUNTRIES BY RESIDENTS OF THE UNITED STATES 1948-1958

(United States Department of Commerce)

PERCENTAGE  
OF TOTAL  
50

PERCENTAGE  
OF TOTAL  
50



\*EXPENDITURES ARE EXCLUSIVE OF PAYMENTS TO OVERSEAS COUNTRIES FOR TRANSPORTATION TO AND FROM THE UNITED STATES

†DATA FOR 1958 ARE SUBJECT TO REVISION

and 60 per cent of the United States residents travelled economy class. A seasonal comparison shows the peak of travel to Europe falls in the third quarter when 40 per cent of the trips are taken. However, since 1951 the peak has extended somewhat into the second quarter, apparently to permit better use of existing facilities in European countries. Travel by sea is heavier in the spring and summer while travel by air, which includes a relatively higher proportion of business travel, is more evenly distributed throughout the year.

A further breakdown by country of destination shows that American travellers spent nearly \$100 million in Italy during 1958, a 6 per cent gain over 1957. The increase in the number of travellers was sufficient to offset a drop of 10 per cent in the average expenditure per trip. France ranked second with \$93 million from American travellers, and the United Kingdom was third with \$90 million. This represents an increase of about 10 per cent in each case, and was due to a greater volume of travel as average expenditures per trip were practically unchanged. There was a 66 per cent increase in the number of travellers to the Benelux countries and expenditures were nearly double those of the preceding year. The World Fair in Brussels may have been responsible for the increase in the number of visits to this area. With the exception of the Benelux countries, Ireland and Austria, the per capita expenditures of travellers dropped in all other European countries in 1958. More countries were visited on the average trip but the stay was shorter and this is reflected in the lower averages for each country with the rise in the number of travellers being responsible for the increased expenditures. The highest expenditures per trip were reported for travel to Israel, Greece and Italy as a large proportion of the visitors were foreign-born Americans who extended their stay in the homeland.

Expenditures in the West Indies and Central America by residents of the United States reached a new record of \$156 million in 1958, but the rate of increase, which amounted to about 2 per cent, was very moderate in comparison with an annual average of 18 per cent in the four preceding years. The reduced rate of gain was caused by a drop in volume from 704,000 to 645,000, although this was partly offset by higher expenditures per visit. Several factors may have contributed to the change of trend in travel to this area. Travel to Cuba dropped sharply on account of the political unrest in that country, and travel to Nassau declined during the hotel strike in the spring and early summer. The unsatisfactory weather in Florida during the early part of 1958 also contributed to the decline in travel to Cuba and the Bahamas, as many Americans wintering in this area also visit the Caribbean countries. Moreover, the rise in expenditure per visit can be explained by the fact that a greater proportion of the visitors went to more distant destinations within the area at a higher average per trip.

Excluding Cuba, about 75 per cent of the visits to the Caribbean area were for pleasure but, at the same time, this represents a decrease in the number of pleasure travellers and particularly in the first half of the year. Less than 10 per cent of the persons travelling to the Caribbean area went for family or other reasons while there was a considerable increase in the number of business trips. Over 90 per cent of American visitors to the area travelled by air and the average length of stay was nearly 2 weeks. There was a drop of 20 per cent in the number of Americans visiting Cuba but their expenditures declined to a lesser degree of 15 per cent due to higher averages per visit. The increase can be traced to a higher proportion of air travellers whose average expenditures run about 55 per cent higher than sea travellers. About 94 per cent of the travellers to Cuba went via plane and the average length of stay was 8 days. Expenditures in Cuba amounted to \$37 million as compared with \$43 million in 1957.

Residents of the United States spent \$29 million in Bermuda during 1958, a gain of \$1 million over the previous year and can be attributed to the increase in the number of travellers. Approximately 87,000 of the total of 102,000 travellers visiting Bermuda went by air, a larger proportion than in 1957. Most of the travel to Bermuda is for pleasure and the length of stay averaged 10 days.

There was no change in payments to South American countries with the number of travellers and the expenditure per visit being practically the same as in 1957. The breakdown of expenditures in South America shows that \$10 million went to Brazil, \$9 million to Venezuela, \$6 million to Argentina, and the remainder of \$12 million to all other countries in that area. Political unrest in some of the South American countries curtailed travel to the area in 1958. Most Americans travelling to South America use planes for transportation, while about 41 per cent of the movement is for business reasons and 30 per cent recreation or pleasure.

Expenditures in other overseas areas are mainly in the Far East which advanced some \$11 million or 20 per cent over the previous year to a total of \$65 million. Moreover, there was an increase of about 10 per cent in the number of visits. Expenditures per trip also advanced some 10 per cent as more persons visited the areas where average expenditures are comparatively high.

The Department of Commerce estimates that expenditures by foreigners travelling in the United States amounted to \$825 million in terms of United States dollars, which represents an increase of 5 per cent over 1957. In addition to the amount spent in the United States, foreigners paid \$89 million in fares to United States ships and planes covering overseas transportation. As usual, Canadians contributed more than half of the receipts from foreign travel in the United States spending more than persons from all other countries combined.



## Monthly Statement of Foreign Vehicles (Non-permit, Local Traffic) Entering Canada.

Month \_\_\_\_\_

Port \_\_\_\_\_

Date	Number of Automobiles depositing state licence cards	Repeat entries by auto- mobiles holding travel- ler's vehicle permits	Motorcycles	Bicycles	Commercial vehicles	Taxis	Horse- drawn vehicles
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
21							
22							
23							
24							
25							
26							
27							
28							
29							
30							
31							
Total							

Date \_\_\_\_\_

\_\_\_\_\_  
Customs and Excise Officer

To be mailed to Balance of Payments Section, International Trade Division, Dominion Bureau of Statistics, OTTAWA,  
in special envelope at the close of each month.

## Monthly Statement of Canadian Vehicles Returning to Canada

Month \_\_\_\_\_

Port \_\_\_\_\_

Date	Automobiles			Motorcycles	Bicycles	Commercial vehicles	Taxis	Horse-drawn vehicles
	24 hours or less	Over 24 hours and under 48 hours	48 hours and over					
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								
31								
Total								

Date \_\_\_\_\_

\_\_\_\_\_  
Customs and Excise Officer

To be mailed to Balance of Payments Section, International Trade Division, Dominion Bureau of Statistics, OTTAWA,  
in special envelope at the close of each month.

The automobile plays a very important part as a means of transportation between Canada and the United States and, therefore, is examined in detail and treated separately from the balance of the residual highway group. In 1958 nearly 80 per cent of the 28.5 million non-immigrant entries from the United States and close to 81 per cent of the 27.4 million re-entries into Canada by Canadians were in automobiles, while the remainder of all crossings used non-automobile transportation. Customs officials at all ports of entry report the number of foreign vehicles entering Canada and the number of Canadian vehicles returning each month. Forms for tabulating these reports are supplied by the Dominion Bureau of Statistics and designated as T-A (yellow paper); T-B (white paper); T-C (pink paper). Form T-A is used to record the number of foreign vehicles entering Canada on travellers' vehicle permits; form T-B is used to record the number of foreign vehicles entering Canada as non-permit traffic; and form T-C is used to record the number of Canadian vehicles returning to Canada. Every month all ports complete these forms showing a record of the highway traffic and

forward a copy to the Bureau of Statistics. This data is then used in compiling statistics on international travel. For the convenience of our readers samples of the various forms in use at the present time appear in this report.

Existing customs regulations require the use of a traveller's vehicle permit for all foreign vehicles which remain in Canada longer than 48 hours or which travel beyond the jurisdiction of the port of entry. This document is completed in triplicate when the foreign vehicle enters Canada, the original copy being held at the port of entry, while the duplicate and triplicate copies are retained by the motorist during the length of stay in Canada. The date and port of entry appear on all three copies and, when the duplicate and triplicate copies are surrendered by the motorist at the point of departure from Canada, the date and port of exit are stamped on both copies. The duplicate copy is then matched with the original at the port of entry as evidence that the vehicle has been exported, while the triplicate copy is mailed to the Dominion Bureau of Statistics for statistical purposes. The triplicate

## TRIPLICATE

E-50 (1,000 000-8-55) CANADA CUSTOMS

DATING STAMP OF PORT OF ENTRY     	TRAVELLER'S
	VEHICLE
	<b>PERMIT</b>
	<b>NO S 295768</b>

I, \_\_\_\_\_  
(PRINT HERE NAME OF OWNER OF CAR)

permanently residing at \_\_\_\_\_  
(FULL ADDRESS OF OWNER)  
being a temporary visitor in Canada

at \_\_\_\_\_  
(VISITING ADDRESS IN CANADA)

hereby apply for a permit to use in Canada the Vehicle and Outfit described hereunder, conditional that the Vehicle and Outfit will not be used for hire or primarily for the carriage of articles and that same will be exported within \_\_\_\_\_ months from date hereof

\_\_\_\_\_  
(MAKE OF CAR) (YEAR) (SERIAL NO.)

\_\_\_\_\_  
(STATE) (LICENSE NO.) (NO. OF PERSONS IN VEHICLE)

DESCRIPTION OF OTHER ARTICLES IMPORTED	VALUE

Extra Auto Equipment		SIGNATURE OF OWNER  APPROVED  CUSTOMS EXCISE OFFICER
HEATER		
RADIO		
SPOTLIGHT		
SEAT COVERS		

COMMUTER \_\_\_\_\_ SUMMER RESIDENT \_\_\_\_\_ LOCAL \_\_\_\_\_  
(SEE OVER)

DATING STAMP OF FRONTIER PORT OF EXIT
--

(FOR STATISTICAL PURPOSES ONLY)

## GUEST OF CANADA:

PLEASE ASSIST US BY ANSWERING THIS QUESTION:

1. Approximate total amount spent in Canada on this visit by you and those in your vehicle for all purposes, (examples: gas, oil, repairs, lodging, food, beverages, merchandise, amusements, etc.)

Total \$ \_\_\_\_\_ Indicate whether Canadian ☐ or United States ☐ dollars.

This information will be used only for the purpose of estimating total travel expenditures and will be treated as strictly confidential.


PLEASE SURRENDER THIS FORM TO  
CANADIAN CUSTOMS, BEFORE LEAVING CANADA

## CONFIDENTIAL QUESTIONNAIRE TO RESIDENTS OF THE UNITED STATES RETURNING FROM TRIPS TO CANADA

TRAVEL STATISTICS UNIT  
DOMINION BUREAU OF STATISTICS  
OTTAWA, CANADA

(Please report on one trip only)

(Do not include that portion of your trip en route through the United States)

1. Was your recent visit your first visit to Canada? ☐ Yes ☐ No
2. What was your destination in Canada? \_\_\_\_\_
3. Where did you enter Canada from the United States? \_\_\_\_\_
4. Where did you re-enter the United States from Canada? \_\_\_\_\_
5. What was the main purpose of your trip?
- |                                    |   |
|------------------------------------|---|
| <input type="checkbox"/> Business  | <input type="checkbox"/> Recreation (include vacation and other pleasure) |
| <input type="checkbox"/> Education | <input type="checkbox"/> Visiting Friends or Relatives                    |
| <input type="checkbox"/> Shopping  | <input type="checkbox"/> Other (please specify) _____                     |
6. Number of days spent IN CANADA on this trip: (a) At destination .....  
(b) Travelling or en route .....
7. If this was part of a longer vacation trip how long was your vacation? .....
8. Approximately how far did you travel IN CANADA? (Number of miles) .....
9. How many persons are covered in the expenditures on this trip?
- (a) Adults .....
- (b) Children .....
10. Approximately what amount did you spend IN CANADA for all purposes? ..... \$ (omit cents)  
(Transportation, living expenses, merchandise, amusement etc.)
11. What type of lodging did you use at your destination in Canada?
- |   |   |
|---|---|
| <input type="checkbox"/> Hotel or Resort      | <input type="checkbox"/> Camp Out             |
| <input type="checkbox"/> Motor Court or Motel | <input type="checkbox"/> Trailer Coach        |
| <input type="checkbox"/> Tourist Home         | <input type="checkbox"/> Friends or Relatives |
| <input type="checkbox"/> Vacation Cottage     | <input type="checkbox"/> Other                |
12. While in Canada what were your expenses for the following items?
- |                                 |          |
|---------------------------------|----------|
| Transportation .....            | \$ ..... |
| Food and Beverages .....        | \$ ..... |
| Lodging .....                   | \$ ..... |
| Handicrafts and Souvenirs ..... | \$ ..... |
| Other Merchandise .....         | \$ ..... |
| Other .....                     | \$ ..... |
13. What was there about your trip to Canada that you particularly liked? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
14. Did you form any unfavourable impressions on your trip? \_\_\_\_\_  
\_\_\_\_\_

We invite you to use the self-addressed envelope to return this questionnaire.

Thank you for co-operating with us.

copy contains a question asking for a report of expenditures in Canada for all purposes; this answer being voluntary, is given as the motorist leaves Canada when the information requested is still fresh in the mind. This document is a very beneficial source of statistical information as it is used by the most important of all types of traffic and, in turn, is subjected to a very thorough examination by means of mechanical tabulations. In addition to the information on expenditures of foreign motorists in Canada, it provides data on the state or country of origin of the vehicle, the length of stay in Canada, number of persons using this type of transportation, special categories such as commuters, summer residents, etc., and the ports of entry and exit which on examination are useful in determining possible routes through Canada. Without this document, a sample of which is reproduced in this report, it would be impossible to supply most of the information that is requested from year to year.

Mechanical tabulation cards make it possible to separate heavy spending groups such as summer residents from lower spending groups and, in this way, the appropriate rates of expenditure can be applied to each group according to the volume. Statement 2 shows the wide variation in average expenditure rates for the various types of automobile traffic travelling on customs permits and the necessity of treating each group separately. Permits designated as "Other" in Statement 2 form a high percentage of the total volume and, consequently, are subjected to a further breakdown by which the large number of cars staying one or two days are handled apart from the smaller number which stay for longer periods. Well over half of the foreign automobiles travelling on customs permits come within the one and two-day class and their average expenditures are of such a nature to necessitate treating each of the one-day and two-day groups separately from the group staying three days and over, in view of the volume involved. Average expenditure rates are compiled from the large number of forms declaring expenditures in Canada and are tabulated on a provincial basis in order to estimate a figure as accurately as possible. Statement 3 reveals the necessity of treating each province individually. In 1958 the question on expenditures in Canada was answered on 1.4 million permits covering well over 4 million persons.

To supplement the information collected from the triplicate copies of travellers' vehicle permits a special survey is conducted by means of "mail questionnaires". Special forms are mailed to residents of the United States who have visited Canada during the year, requesting further detail such as destination in Canada, purpose of trip, number of days spent at destination and en route, what part of the vacation was spent in Canada, breakdown between adults and children, mileage in Canada, type of accommodation used, breakdown of the travel dollar, and whether their impressions were favourable or unfavourable. Although the special survey is restricted to persons entering Canada in automobiles on travellers' vehicle permits, nevertheless, it does

E 49



CANADA

GUEST OF CANADA

## VOLUNTARY STATISTICAL RETURN

NO SIGNATURE REQUIRED. For the use of the Dominion Bureau of Statistics for the purpose of estimating total tourist and travel expenditures. Please assist by answering the following questions:

1. Number of persons in your vehicle (including yourself) .....
2. Approximate total amount spent in Canada on this visit by you AND THOSE IN YOUR VEHICLE for ALL purposes:

Total \$.....

If no expenditure has been made state nil here:.....

THANK YOU!

YOUR COURTESY IS APPRECIATED

Motor Car	<input type="checkbox"/>	Commercial vehicle	<input type="checkbox"/>
Motorcycle	<input type="checkbox"/>	Taxi	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	Horse-drawn vehicle	<input type="checkbox"/>

7501-31 : 4-9-53

apply to that segment of travel which contributes nearly half of our receipts from residents of the United States travelling in Canada. Even though the "mail questionnaires" add information which is very useful to individuals or organizations interested in travel, they should not be considered as a substitution for the travellers' vehicle permits. With the mail questionnaire there is difficulty in obtaining a proper weighting according to length of stay in Canada, whereas there is no reason to question the length of stay compiled from the travellers' vehicle permits where the date of entry and date of departure are clearly recorded by Customs officials as the vehicle crosses the border.

The remainder of the non-resident automobiles entering Canada referred to as the non-permit class are made up chiefly of local traffic. They do not require a customs permit, but are restricted to travel within the jurisdiction of the port of entry and may not remain longer than 48 hours in Canada. The volume of this type of traffic is heavy accounting for some 6.2 million vehicles and 15.2 million persons in 1958. The rate of spending is low due to the short visit and local nature of the traffic and, therefore,

data on expenditures are compiled separately from the permit type. The number of non-permit vehicles is recorded each day by the Customs officers at all points of entry into Canada and reported to the Dominion Bureau of Statistics at the end of each month on form T-B. Periodically throughout the year a sampling procedure is applied in order to obtain the average expenditure and number of persons per vehicle. During the sampling periods the expenditures and persons in all vehicles are recorded on Form E49 (shown elsewhere in this report). The rates obtained from this sampling procedure are applied to the volume of non-permit automobile traffic recorded each day. Data collected in this manner form the basis for estimates prepared on expenditures by residents of other countries travelling in Canada within this category.

Visitors from other countries using carriers other than automobiles are classified by the type of transportation used to enter Canada. The United States Department of Commerce collects data on travel expenditures in Canada by residents of the United States on Form 536 reproduced (through the courtesy of the United States Department of Commerce). Summaries from the compilation of these questionnaires are made available to the Dominion Bureau of Statistics. Declared expenditures are averaged according to type of transportation and province of re-entry from Canada to the United States. After the necessary adjustments are made to the figures on volume, the rates obtained are applied to the appropriate number of residents of the United States travelling in Canada via rail, through bus, boat and plane.

FEES AND POSTAGE PAID  
U. S. DEPARTMENT OF COMMERCE

### *Expenditures of United States Travelers in Canada*

Please assist by replying to the questions on the reverse side and mailing this card.

This questionnaire has nothing to do with customs enforcement. Its sole purpose is to enable the United States Department of Commerce to estimate total travel expenditures in computing the balance of international payments of the United States.

*No postage is required.*

OFFICE OF BUSINESS ECONOMICS,  
DEPARTMENT OF COMMERCE,  
WASHINGTON 25, D. C.  
BE-50

16-53619-8

Form 536-Revised (4-57)	NO SIGNATURE REQUIRED	Budget Bureau No. 41-R519.7. Form approved.
1. DATE OF ENTRY INTO CANADA		PLACE OF ENTRY
2. HOW DID YOU ENTER CANADA? (Check one) <input type="checkbox"/> TRAIN <input type="checkbox"/> BUS <input type="checkbox"/> BOAT <input type="checkbox"/> PLANE <input type="checkbox"/> OTHER		3. DATE OF DEPARTURE FROM CANADA
4. PRINCIPAL CANADIAN CITIES OR TOWNS VISITED ON THIS TRIP		
5. APPROXIMATE AMOUNT (in United States dollars) SPENT FOR: (a) TRANSPORTATION (Include fares purchased in Canada and through transportation purchased in the United States in points in Canada) . . . . . \$		
STATE WHERE SUCH THROUGH TRANSPORTATION WAS PURCHASED		
(b) ALL OTHER PURPOSES IN CANADA (Include lodging, food, purchases, amusements, taxis, gifts, etc.) \$		
6. WAS THIS TRIP PRIMARILY FOR BUSINESS PURPOSES? <input type="checkbox"/> YES <input type="checkbox"/> NO		
7. NUMBER OF TRAVELERS COVERED BY THIS RETURN (Including yourself)		
8. CITY AND STATE IN WHICH YOU RESIDE		
Thank you—Your cooperation is appreciated		
16-53619-9 GPO		

Some of the adjustments which are necessary to the data on volume are as follows: nearly half of the non-residents entering Canada by rail are travelling in transit on American railroads following the short route between Detroit and Buffalo through south-western Ontario. In 1958 some 308,100 persons were within this category but their expenditures can be considered negligible as they have little or no

opportunity to leave the train and spend money in Canada. Ferry traffic across rivers or other short distances of water between Canada and the United States is excluded from entries by boat. Data on the number of arrivals by boat consist principally of passengers carried by the ships operating between Vancouver-Victoria and Seattle on the Pacific Coast, entries to the Atlantic provinces, and certain points

in Ontario but the latter are more seasonal in nature. Appropriate rates are used for each region according to the type of traffic with further refinements at ports admitting special traffic. Bus traffic is exclusive of local bus traffic between border communities such as the tunnel busses operating between Windsor and Detroit. Bus passengers travelling across southern Ontario have more opportunity to spend money than in transit rail passengers and are credited with spending a nominal rate much lower than the regular averages for bus traffic. A moderate number of persons entering in the Windsor-Fort Erie areas are considered as in transit between Detroit and Buffalo. With regard to plane traffic a small deduction is made for passengers flying in transit between the United States and Alaska. In transit plane passengers are given a rate comparable to that used for in transit bus passengers but much lower than the rate used for regular plane traffic. The remainder of the United States residents travelling in Canada are grouped into a residual class called "Other Travellers" and include persons proceeding on foot or by ferry, taxi, motorcycle, bicycle or local bus. This group also is treated separately and a special rate used as the average rate of expenditure per visit is much lower than for other types of travel, with the possible exception of the in transit classifications.

The number of persons visiting Canada from overseas countries is small compared to the volume of traffic from the United States. However, the average duration of stay is much longer than visits from the United States and the cost of ocean transportation involves substantial expenditures. Usually, between 35 and 45 per cent of the visitors from overseas countries arrive on Canadian carriers and international transportation costs paid to Canadian companies are included in the receipts of visitors from overseas countries. On the other hand, international transportation costs paid to foreign carriers are, of course, not included in the estimates of receipts from residents of overseas countries. Average expenditures of the visitors from overseas countries vary from a few hundred dollars for residents of the West Indies to more substantial amounts for residents of distant countries like Australia and New Zealand.

In attempting to estimate receipts from travel in Canada recognition must be given to the fact that the visits may vary considerably; such as the casual trip of a resident of the United States who may walk across the border for an hour or less or cross from a border community for a short time. Again, perhaps the visit of a family spending two or three weeks vacation or persons who may stay several months in Canada. From observation over a period of years, it has been established that expenditures follow a definite pattern from year to year and vary according to the type of transportation used, type of visitors, length of stay, etc. Consequently each type must be treated separately, as explained above, otherwise a sample average applied to such a heterogeneous mass of travellers would give a figure on travel that would be of little value. Each of the various

classifications form a different proportion of the aggregate, therefore, it is important that an average expenditure that is representative for the type of visitor be applied to the number of visits within each category. A simple average could be used only if the various classifications were homogeneous in their nature but this is not true of travel in Canada by residents of other countries. The more typical "tourists" spending summer vacations in Canada are merely a part of these movements and average expenditures representative of their visits cannot be applied to the many other groups crossing the border.

### E 60A



## PLEASE HELP BY ANSWERING THESE QUESTIONS

For use of Dominion Bureau of Statistics in estimating total tourist and travel expenditures.

1. Number of persons in your car including driver.....
2. Length of stay in the United States .....
3. Approximate total amount spent in the United States on this visit by you and those in your car for all purposes (examples: gas, oil, repairs, lodging, food, beverages, merchandise, amusements, etc.)

Total \$..... Indicate whether  
Canadian ☐ or United States ☐ Dollars.

### FOR STATISTICAL PURPOSES ONLY

No signature necessary

Motor Car	<input type="checkbox"/>	Commercial vehicle	<input type="checkbox"/>
Motorcycle	<input type="checkbox"/>	Taxi	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	Horse drawn vehicle	<input type="checkbox"/>

7503-30 : 21-10-53

In estimating expenditures on travel outside Canada by Canadians the principles involved are much the same as those described for estimating expenditures on travel in Canada by residents of other countries. As already mentioned, records of all residents of Canada returning from visits to the United States are maintained separately from the

numbers returning directly from visits to overseas countries. These records are broken down showing the number returning by the various types of transportation, and in the case of persons returning from visits to the United States the volume of traffic is heavy and of great diversity. The volume of automobile traffic is recorded daily by the Customs officers at all ports of entry according to length of stay and reported to the Dominion Bureau of Statistics at the end of each month on form T-C. Periodically a sampling procedure is applied in order to obtain the average expenditure and number of persons per vehicle. During the sample period a form E60A (as shown) is completed for each vehicle re-entering

Canada. Around 77 per cent of the residents of Canada returning from visits to the United States use automobiles for transportation.

A selection of Canadians returning by non-automobile transportation is sampled by means of a post card questionnaire distributed at the border by Immigration officials. This form (shown in the report) requests data on length of stay, port of entry into the United States and re-entry into Canada, number of persons, total expenditure outside Canada, and also the type of transportation used to ensure that the information compiled may be applied to the proper classification.

**FREE**  
No stamp  
required

## DOMINION BUREAU OF STATISTICS

OTTAWA,  
CANADA.

ON HER MAJESTY'S SERVICE

### Information to be Supplied by Residents of Canada Returning from Travel in the United States

The Dominion Bureau of Statistics is vitally interested in securing information on foreign travel by residents of Canada. The information is required in estimating total expenditures of Canadian travellers outside of Canada - an important item in Canada's international transactions.

Your answers to the questions on the reverse side will be very useful for this purpose and we need as many responses as possible in order that our sample may be adequate. No signature is required and your answers will be used for statistical purposes only. Please complete this card and drop it in a mail box. No postage is necessary.

Your co-operation will be appreciated.

*Walter B. Russell.*

Dominion Statistician.

### CONFIDENTIAL

No signature required

1. Number of days on this trip: (a) In the United States .....  
(b) Elsewhere outside Canada .....
2. What countries did you visit outside the United States? .....
3. Where did you enter the United States? .....
4. What was your chief destination? .....
5. Where did you re-enter Canada? .....  
How? Train ☐ Bus ☐ Other (please specify) .....  
Boat ☐ Aeroplane ☐ .....
6. Approximate amount spent outside Canada for all purposes, (include living expenses, merchandise, local transportation, amusements, etc.) .....  
(In terms of Canadian dollars) \$ ..... (omit cents)
7. Transportation (other than automobile) include through transportation purchased in Canada to points in the United States, also fares purchased in the United States. ....  
(In terms of Canadian dollars) \$ ..... (omit cents)
8. State city or town where your transportation started.....
9. Number of travellers covered by this form (including yourself).....

7503-13.1: 1-6-59

- THANK YOU -

Additional information on the characteristics of Canadian travel in the United States is compiled from questionnaires mailed to a selected group of Canadians returning from the United States. The questionnaire used for this segment of travel is printed on both sides with page 1 requesting information on visits to the United States, while page 2 is similar to the overseas questionnaire used for persons returning from abroad. Thus, the respondent is given an opportunity to report visits to countries other than the United States, as well as the time

spent in the United States en route to their destination. A copy of the questionnaire appears in this report.

In addition to other items of interest, persons selected for this survey are asked for the purpose of trip, destination in the United States, whether the trip was in transit through the United States to another province in Canada, cost of transportation apart from other expenses, point in Canada from which the trip originated and the total of all expenditures outside Canada.

## CONFIDENTIAL QUESTIONNAIRE TO CANADIAN TRAVELLERS RETURNING FROM TRIPS OUTSIDE CANADA

TRAVEL UNIT  
DOMINION BUREAU OF STATISTICS  
OTTAWA

Trips to the United States, report on Page 1.  
Trips Overseas via the United States, report on Pages 1 and 2.  
Trips Directly Overseas, report on Page 2.

## PLEASE REPORT ON ONE TRIP ONLY

1. Number of days spent in the United States on your most recent trip outside Canada .....	
2. How many persons are covered in the expenditures on this trip (a) adults .....	
(b) children .....	
3. Where did you enter the United States from Canada? .....	
4. Where did you re-enter Canada? .....	8. What was the main purpose of your trip?
5. Type of transportation used in returning to Canada	Business ..... <input type="checkbox"/>
<input type="checkbox"/> Automobile <input type="checkbox"/> Bus	Formal study ..... <input type="checkbox"/>
<input type="checkbox"/> Train <input type="checkbox"/> Aeroplane	Health ..... <input type="checkbox"/>
<input type="checkbox"/> Boat <input type="checkbox"/> Other (please specify) .....	Recreation (include vacation and other pleasure) ..... <input type="checkbox"/>
Persons using aeroplane transportation: please complete	Shopping ..... <input type="checkbox"/>
Name of air line: .....	Visiting friends or relatives ..... <input type="checkbox"/>
6. What was your chief destination in the United States? .....	Other (please specify) ..... <input type="checkbox"/>
7. If your trip was in transit through the United States, please state your destination in (a) or (b).	9. Approximate amount spent in the United States (include living expenses, merchandise, automobile operation, local transportation, amusements, etc.) \$ .....
(a) in Canada (province) .....	(omit cents)
(b) Other Countries .....	
(See page 2 also)	
10. Transportation (other than automobile): Include through transportation purchased in Canada to points in the United States also fares purchased in the United States. .... \$ .....	
(omit cents)	
11. State city or town where your transportation started: .....	

Please mail in the enclosed envelope - No postage is required.

CONFIDENTIAL QUESTIONNAIRE TO CANADIAN TRAVELLERS RETURNING FROM TRIPS OVERSEAS

(Including Mexico, other Latin America, Bermuda, West Indies, etc.)

PLEASE REPORT ON ONE TRIP ONLY

Approximate cost of fares for international transportation to and from North America (including taxes on transportation), and incidental expenses aboard ship. (Please do not include cost of transportation within Canada.)

	Outbound	Inbound
	Canadian Dollars (omit cents)	
(a) Direct air line service with Canada; Name of air line:		
(b) Air line service via United States; Name of air line:		
(c) Steamship via Canadian ocean ports; Name of steamship company or vessel:		
(d) Steamship via United States ocean ports; Name of steamship company or vessel:		

Please state in Canadian dollars your total expenditures abroad for meals, lodging, amusements, purchases and local travelling expenses, excluding those covered in question 1. \$ (omit cents)

Areas visited	Number of days stay in each area	Specify countries visited in each area	Approximate expenditure in Canadian dollars in each area
United Kingdom			
Other European			
Other British			
Latin America			
Elsewhere, outside Canada			

Please answer the following questions if they are not covered on Page 1.

Point of departure from Canada? \_\_\_\_\_

Where did you re-enter Canada? \_\_\_\_\_

What was the main purpose of your trip? (Check)

☐ Business
 ☐ Recreation (include vacation and other pleasure)

☐ Formal study
 ☐ Visiting friends or relatives

☐ Health
 ☐ Other (please specify) \_\_\_\_\_

How many persons are covered in the expenditures on this trip?

\_\_\_\_\_ Adults and \_\_\_\_\_ Children

## CONFIDENTIAL QUESTIONNAIRE TO CANADIAN TRAVELLERS RETURNING FROM TRIPS ABROAD

Travel Statistics Unit  
Dominion Bureau of Statistics  
Ottawa, Canada

1. Approximate cost of fares for international transportation to and from North America (including taxes on transportation), and incidental expenses aboard ship: (Please do not include cost of transportation within Canada).

	Outward	Inward
	Canadian Dollars (omit cents)	
(a) Direct air line service with Canada .....		
Name of air line: .....		
(b) Air line service via United States .....		
Name of air line: .....		
(c) Steamship via Canadian ocean ports .....		
Name of steamship company or vessel: .....		
(d) Steamship via United States ocean ports .....		
Name of steamship company or vessel: .....		

2. Where did you re-enter Canada? .....

3. What was the main purpose of your trip? (Check)

- ☐ Business
 ☐ Recreation (include vacation and other pleasure)  
☐ Education
 ☐ Visiting friends or relatives  
☐ Health
 ☐ Other (please specify) .....

4. Please state in Canadian dollars your total expenditures abroad for meals, lodging, amusements, purchases and local travelling expenses, excluding those covered in question 1. (omit cents) ..... \$ .....

5. Areas Visited	Approximate number of day's stay in each area	Specify countries visited in each area	Approximate expenditure in Canadian dollars in each area
United Kingdom			
Other European			
Other British			
Latin America			
Elsewhere, outside Canada			

6. How many persons are covered in the expenditures on this trip? ..... Adults and ..... Children

7. Please give any explanation which you may consider advisable and any other observations which may help in analysis of tourist travel:

Please mail in the enclosed envelope - No postage is required. Thank you for co-operating with us.

Although the number of persons returning from visits to overseas countries amounts to a very small percentage of the total, this segment of traffic has become increasingly important during the past few years. The amount of money involved in Canadian travel to overseas countries is of greater importance than indicated by the number of visits. The average duration of stay is much longer than trips to the United States and the cost of ocean transportation involves substantial amounts. Travel to overseas countries via Canadian carriers, however, does not entail a payment for non-resident services and ocean transportation paid to such lines is not included in the estimates of Canadian expenditures in overseas countries. Transportation paid to foreign carriers, on the other hand, is included in the estimates of Canadian expenditures in overseas countries. Between 50 and 60 per cent of ocean transportation goes to foreign carriers and is included in the estimates. The questionnaire asks the respondents to state whether they travelled overseas by air or steamship and the name of the company supplying the transportation to and from North America. Persons selected for the samples are also asked to give the name of the countries visited and

the approximate length of stay and expenditures in each of the following areas: United Kingdom, Other European Countries, Other Commonwealth Countries, Latin America and elsewhere outside Canada. Questions on point of departure; place of re-entry into Canada; number of persons covered in reply and if adults or children; purpose of visit; and expenditures other than ocean transportation are also included. For convenience this questionnaire also appears in the report. Furthermore, questionnaires sent to residents of Canada by the Dominion Bureau of Statistics are available in a bilingual form when required. Expenditures reported vary considerably according to the area visited and, therefore, the appropriate averages are applied to estimates of the number of persons visiting each area as compiled from the sample. Similar to the traffic from other countries to Canada, Canadian visits to other countries show a wide variation and estimates based on a simple average for all visits would yield data that could be highly unsatisfactory. All types of travel do not account for the same proportion of the total, consequently the different categories must be examined closely and appropriate methods applied to yield a proper estimate.

### Canadian Travel in the United States

During 1958 Immigration officials reported 27.4 million Canadians re-entering Canada from the United States; the largest figure ever reported for this group. Although in previous years the over-all volume of travellers re-entering Canada had increased significantly, the rate of growth in volume showed a downward trend in 1957. Now this trend has reversed its direction again, and the rate of increase in the total volume is up by 212,300 visitors over the previous year, or 1 per cent. The per cent increase from 1956 to 1957 had only been 0.5 per cent or 132,700 more crossings.

This rate of growth, in fact, still kept declining during the first and second quarters of 1958. From January to March, for example, there was a 4.8 per cent drop, and from April to June the down-trend tapered off to 0.5 per cent less than the same period in 1957. It was only in the third and fourth quarters that the growth in volume began its upward movement; from June to December inclusive, about 440,000 more Canadians re-entered than during the corresponding months in 1957 and this, mainly, accounted for the over-all increase in 1958.

### STATEMENT 20. Expenditures of Canadian Travellers in the United States by Length of Stay, 1958

Mode of travel	Number of persons	Per cent of grand total	Expenditures <sup>1</sup>	Per cent of grand total
		%	\$	%
<b>Short-term traffic:</b>				
Motorists:				
24 hours or less .....	18,043,700	65.80	32,068,100	7.76
Over 24 hours and under 48 hours .....	987,200	3.53	10,255,200	2.48
Rail in transit .....	5,600	0.02	—	—
Other travellers (pedestrians, local bus etc.) .....	3,919,200	14.29	14,272,300	3.45
<b>Total.....</b>	<b>22,935,700</b>	<b>83.64</b>	<b>56,595,600</b>	<b>13.69</b>
<b>Long-term traffic:</b>				
Motorists—48 hours and over .....	3,173,500	11.57	173,322,600	41.94
Rail .....	399,800	1.46	56,548,100	13.68
Through bus .....	435,100	1.59	42,285,800	10.23
Aeroplane .....	361,100	1.32	78,084,900	18.89
Boat .....	116,500	0.42	6,490,100	1.57
<b>Total.....</b>	<b>4,486,000</b>	<b>16.36</b>	<b>356,731,500</b>	<b>86.31</b>
<b>Grand total.....</b>	<b>27,421,700</b>	<b>100.00</b>	<b>413,327,100</b>	<b>100.00</b>

<sup>1</sup> Subject to revision.

Changes also occurred in the mode of travelling. Over one million more Canadians re-entered by automobile, which is a gain of almost 5 per cent over the corresponding figure in 1957. Furthermore, it is interesting to note that more use was made of travel by plane, when for instance, in 1958 some 27,400 more people re-entered Canada by this means than in 1957. The net rail traffic, on the other hand, dropped by 8.9 per cent, or 39,100 crossings, and re-entries by bus decreased in 1958 by about 18,600. Seemingly, in the case of bus travel the longer distance through buses were used to a greater extent, as the average expenditure per person re-entering by bus increased by \$8.75, or 11.1 per cent.

Returning Canadians are also recorded according to length of stay in the United States. The over-all change in the volume is notably due to persons crossing by automobile, however, within this category the length of stay may vary from year to year. In 1956, for example, most of the increase appeared in the short-term category, i.e., more Canadians remained one day or less. In 1957, almost 600,000 more Canadian motorists returned after a stay of only one day or less as compared to 1956, while in 1958 the increase amounted to 1.1 million visits, or 6.6 per cent over 1957. The number in the two-day category declined by 45,400 or 4.5 per cent less than the figure for 1957. There was no significant change in the long-term automobile traffic, with an increase of merely 2,500 visitors over 1957 who remained abroad more than two days. In fact, when compared to 1957 the long-term traffic, considering all conveyances, showed a very slight decline of 5,500 Canadians returning from the United States. However, the crossings in the short-term traffic, counting persons in all conveyances, shows an increase of 217,800 which contributed to the net over-all growth of 0.8 per cent over 1957.

The record expenditures of the previous year were also surpassed in 1958. Canadians travelling in the United States spent almost \$10.3 million more than in 1957. This shows an increase of 2.5 per cent and is attributable to the long-term travellers. This group was responsible, in fact, for an

increase of \$11.7 million or 3.4 per cent, which was somewhat offset by the decreased rate of spending in the short-term group. While in 1957 the latter group-spending had increased by \$4 million or 7 per cent over the previous year, the amount in 1958 dropped by almost \$1.4 million in spite of the increased number of visits in this category.

The average expenditure in the short-term group was \$2.46 per visit, which is an 8 cent drop from the previous year. This is mainly due to the increased "one day or less" automobile traffic. However, the long-term expenditures per visit climbed to \$80.57 from the previous year's \$77.84. On a per capita basis, every resident of Canada has spent \$23.84 in the United States, which is 1.5 per cent less than 1957. This average expenditure is smaller since, besides the effect of the number of commuters included in the short-term category, more "24 hour or less" visits were recorded.

To sum up, although the number of short-term visitors has increased by about 1 per cent, due to more automobile travel, the spending of that group diminished by 2.4 per cent. The number of long-term travellers remained substantially unchanged in 1958, yet the expenditures advanced by 3.4 per cent, as a result, in part, of preferred boat and plane travel.

Not all the money spent by Canadians visiting the United States is spent on travel. In addition, the value of merchandise bought and declared under the \$100 exemption privilege is reported to the customs officials. In 1958 there has been no change in this amount, which remained at \$74 million, or \$55.53 per declaration. During 1957 an increase of about 1 per cent over the previous year was recorded. It is observed that, although the total value of merchandise bought increases slightly over the years, this amount represents an increasingly smaller proportion of the total money spent. During 1958, only 17.9 per cent of the total expenditures were used to acquire merchandise, while this rate had been 18 per cent in 1957, compared with 19 per cent in 1956 and 1955, 21 per cent in 1954 and 23 per cent in 1953.

#### Canadian Travel in the United States by Type of Transportation

In 1958 the automobile further increased its edge over all other conveyances as the favourite mode of travel. Almost 81 per cent of all Canadians travelling in the United States re-entered by motor-car. In comparison, during 1957 only 77 per cent crossed by automobile leaving 23 per cent to the other means of transportation. Furthermore, in tracing this trend over the past eight years, it is noted that in 1950 less than one-half of the Canadians re-entering Canada from the United States were in automobiles. There is a close relationship between the over-all growth in the number of automobile registrations and the advancement in the number of re-entries made in automobiles. In 1950 passenger car registrations amounted to 1,906,927 which, at that time, was the equivalent of one auto-

mobile per every 7.3 persons resident in Canada. In subsequent years the number of registrations has grown more rapidly than the increase in population; in 1957 the number of registered automobiles amounted to a total of 3,375,297 or one car for every 4.9 persons, and in 1958 there was one car for every 4.8 persons as registrations of passenger cars advanced 5.6 per cent to a total of 3,572,963. However, during the period of 1950-1958 the rate of increase in the number of Canadians returning from visits to the United States in cars had a greater momentum than the rate of growth in registrations.

At present, returning Canadian automobiles are recorded according to length of stay, in one of three divisions; one day or less, over one day but

less than two days, and three days and longer. Since returning vehicles of the first two groups are listed under short-term traffic, all merchandise purchases declared under the \$100 customs exemption privilege are assumed to have been acquired by travellers in the long-term category.

Re-entries of Canadian registered cars from the United States amounted to 7.9 million in 1958, which is an increase of 120,600 cars over 1957, or 1.6 per cent. This growth is, in its entirety, due to the stronger short-term traffic. In fact, the latter group advanced by 171,500 vehicles, which is an increase of 2.7 per cent over the comparable figure of 1957, while the drop in the two-day and three-day categories somewhat offset this increase. Seven per cent or 24,100 fewer Canadian automobiles re-entered in the two-day group and, besides, there were also 50,800 less re-entries from the long-term category than in 1957, which equals a drop of 3.6 per cent. The greatest advance in short-term traffic was experienced in the second and third quarters of 1958, when 46,200 and 142,000 more Canadian vehicles re-entered from the United States. This is comparable to an increase of about 3 per cent in the second and 7 per cent in the third quarter, over the Spring and Summer periods of 1957. The most intense growth in the rate of long-term travel took place in the first quarter of 1958, when almost 3,500 more Canadian automobiles returned, or over 2 per cent more than during the first part of 1957. Florida is the preferred destination during the January to March period and during these months the rate of growth in the number of Canadians re-entering has been more rapid than the advancement in the over-all gain. From October to December 1958 fewer Canadians returned from visits in the United States both in the short-term and long-term groups, and the rates of decrease compared with 1957 were one-half of one per cent in the short-term, and over 6 per cent in the long-term traffic, or the equivalent to a general decrease in the fourth quarter of 1.5 per cent for both short and long-term traffic.

Unlike 1957, when the outlay for travel by Canadians in the United States using automobiles advanced at a greater rate than the increase in the number of persons, in 1958 the trend was reversed. Although the total volume of persons travelling by car was enlarged by 5.5 per cent, the over-all spending merely advanced by 1.6 per cent over the previous year. This is the result of lower average spending by the short-term travellers; while Canadians staying 24 hours or less in the United States spent about \$0.6 million more than in 1957, this increase was offset by a much steeper rise in volume of re-entries, which reduced the average outlay per car from \$4.98 in 1957 to \$4.94 during 1958. The greatest drop occurred in the fourth quarter, when 12 per cent less was spent. Canadian motorists visiting the United States longer than 24 hours spent 5 per cent more per automobile than during the previous year. The sharpest upswing was noted in the second and fourth quarters, when the rate of spending advanced by 7 per cent and 13 per cent respectively. This was accentuated

by the fact that in both the second and the fourth quarters relatively fewer visitors spent considerably more.

During 1958, nearly 83 per cent of all cars visiting the United States returned within 24 hours, as compared with 82 per cent in the previous year. As Table 8 indicates, the length of stay of Canadian automobiles in the United States was practically unchanged on the over-all from 1957, although the volume of cars had increased. The equivalent figures for the number of foreign cars in Canada shown in Table 1 remained relatively unchanged, whereas the average length of stay was down. A more specific study of automobile travel according to length of stay is made in Tables 1 and 1A for foreign cars in Canada, and in Tables 8 and 8A for Canadian automobiles in the United States. The data on foreign cars include only the number of permits issued, excluding visits by American commuters, summer residents, locals and non-permit vehicles. Comparable to 1956 and 1957, again in 1958 Canadian motorists in the United States spent most per day and per car during a 3 day visit while, at the same time, foreigners reached their daily peak spending per car on a 5 day stay in Canada. Furthermore, the amount involved for Canadians at \$34.30 was considerably higher than the \$18.38 Americans spent per car per day during their optimum outlay period.

While the number of American motorists in Canada continued to decline as the length of stay was extended, on the other hand, there are definite patterns of length of visit in the 1 week, 2 week, 3 week and 4 week duration for Canadians. Table 9 represents a survey by province of re-entering Canadian automobiles according to their length of stay outside of Canada.

During 1957 the outlay by returning Canadian motorists had grown by \$15 million, while all non-automobile spending had been curtailed by about \$3 million. In the corresponding categories for 1958, the non-automobile spending rose sharply by about \$7 million, compared with the moderate addition of \$3 million to Canadian motorists' expenditures in the United States. The number of Canadians returning in all conveyances other than automobile declined sharply from 6.1 million to 5.3 million. Since this decline took place in the short-term local border traffic of pedestrians, local buses, etc., it had the effect of raising considerably the average amount of outlay in the United States per returning Canadian resident (in the non-automobile group) from \$31.05 in 1957 to \$37.25 in 1958 or by 20 per cent.

However, the curtailed local traffic is not the only reason for the higher average spending in the non-automobile group. In 1958 some 28,000 more than the 333,000 Canadians in 1957 found it convenient to travel by aeroplane to the United States, with the result that their expenditures advanced \$7.8 million, particularly during the first half of the year. This figure shows an advance in outlay of almost 12 per cent over the comparable figure of 1957.

**STATEMENT 21. Expenditures of Canadian Travellers in the United States by Types of Transportation Used to Re-Enter Canada, 1954-1958**

Type of transportation	1954	1955	1956	1957	1958 <sup>1</sup>
millions of dollars					
Automobile .....	147.4	178.2	197.4	212.3	215.6
Train .....	65.4	66.3	64.3	60.6	56.5
Boat .....	5.7	5.1	4.9	5.2	6.5
Bus (exclusive of local bus) .....	44.1	46.1	41.9	40.1	42.3
Aeroplane .....	39.9	52.7	66.4	70.3	78.1
Other (pedestrians, local bus etc.) .....	17.5	14.4	16.1	14.6	14.3
<b>Total .....</b>	<b>320.0</b>	<b>362.8</b>	<b>391.0</b>	<b>403.1</b>	<b>413.3</b>

<sup>1</sup> Subject to revision.

The next highest increase in expenditure occurred in the outlay by Canadians returning by long-distance buses. Although the volume of persons fell from 454,000 in 1957 to 435,000 in 1958, the total outlay of this smaller group rose by \$2.2 million to \$42.3 million in 1958. The increased average suggests that more use was made of the longer distance through buses, and that the average time spent in the United States per person, and with it the average expenditure, had increased. In this group, the sharpest rise occurred in the period from October to December 1958.

The significant up-surge in expenditures by Canadians returning from the United States by boat in the second quarter of 1958 was the main cause of the \$1.3 million growth in total outlay for the year in this group. While 21,000 more persons crossed by boat, or 22 per cent more than 1957, the outlay during the year rose by 25 per cent. Local border crossings listed under "Other Travellers"

fell by roughly 800,000 to a little below 4 million, while the expenditures of this group dropped approximately \$300,000.

For several years the railroad traffic has been steadily on the decline. Canadian travellers returning from the United States by train in 1956 numbered approximately 480,000. In 1957 this figure was reduced by 41,000 or 9 per cent and still further decreased in 1958 by 39,000 or almost another 9 per cent. The rate of decline in corresponding expenditures, however, was not as steep as the loss in passenger volume. In 1956 this group had spent a total of \$64.3 million, but in 1957 the outlay was \$60.6 million which is a decrease of 6 per cent, while the decrease in 1958 amounted to \$4.1 million or 7 per cent. Since the fall in the number of passengers was more pronounced than in the over-all outlay, the average per person was slightly higher than in the previous year.

### Special Survey of Canadian Travel Behaviour in the United States

Again in 1958 the "mail questionnaire" was used for a sample survey of Canadian travellers in the United States to detect patterns of behaviour. From this special "mail questionnaire" information was assembled on length of stay in the United States; type of transportation used; the amount of money spent; the main purpose of the trip; the port of entry into the United States, and the port of re-entry into Canada, as well as the state of destination in the United States. While this survey has provided some very useful information on Canadian travel to the United States, it is, however, more representative of the long-term category and, therefore, the patterns of behaviour described herewith should not be used to generalize data on the over-all flow of Canadian travel to the United States which includes a large volume of short-term travel.

#### Purpose of Visit

Three different ways were used to determine the purpose or purposes of the trip. Questionnaires were tabulated according to the aggregate of all

questionnaires showing purpose of visit; those reporting one reason only; those indicating two or more purposes for the trip. Each of the three ways will in turn be briefly discussed, although for data on the average length of stay and average expenditure per person by purpose of trip only questionnaires reporting one reason were used and, therefore, can be subjected to more detailed comparisons.

For the first time, in 1958 the statements on purpose of visit show the reason of health separately. A substantial number of the persons questioned checked off this item and, moreover, listing it under a separate heading revealed that more Canadians visited the United States for their health than to get an education.

When all questionnaires were compiled according to purpose of visit, a summary of the data showed that recreation appeared as the main reason in 41 out of every 100 cases. This figure indicated only a slight increase over 1957. Visiting friends or relatives was given in 32 per cent of all cases

as the primary concern of the trip, compared with 33 per cent in 1957. More people were attracted to shop in 1958, but trips for business reasons were of less importance. There was little change in the already low number reporting education as the purpose of visit.

If the information is compiled according to one purpose of visit only, the figures differ considerably from the data compiled by using multiple purposes of visit. Statements 22-24 are arranged in this manner to arrive at some of the following comparisons. Of the travellers who indicated only one purpose of trip, 43.4 per cent visited the United States for recreation, which is an increase of roughly 2 per cent over 1957. The number of persons who indicated visiting friends or relatives as the sole purpose dropped by almost 3 per cent in 1958 to a total of 33.3 per cent. Shopping in the United States appealed to 9.4 per cent of all Canadians travelling there for a single reason only; this represents a 1.6 per cent increase over the equivalent 1957 figure. Nevertheless, when used in conjunction with other reasons shopping appeared more frequently as a reason for the trip. Business trips were given as the single purpose as often in 1958 as in 1957, namely 8.8 per cent, and only 0.6 per cent of those questioned stayed in the United States solely for education, which is less than one-third of the comparable 1957 figure. However, as education can be taken as formal study or considered in the broad sense of

the word, compilations were expected to differ somewhat from the previous year. Prior to 1958 health was included with "other" as a purpose of trip but, as already mentioned, is now listed separately. Accordingly, figures for "other" reasons are not subject to comparison with other years.

In arranging the data reported by respondents giving more than one reason per visit, again different patterns appear. Travellers giving two or more purposes listed recreation in 34 per cent of all cases, while shopping was next in importance with 28.7 per cent, followed by visits to friends or relatives with 27.5 per cent. In this arrangement of data, the high percentage for shopping as a reason of travel is due to the fact that many Canadians travelling for recreation or to visit friends or relatives combined these trips with shopping. Business in conjunction with other purposes of visit was checked off in 5.6 per cent of all cases, health 3.2 per cent, and "other" 0.6 per cent. Except for education which was listed as a reason for travel in only 0.4 per cent of all cases, as compared with 3.4 per cent in 1957, the breakdown by multiple purposes of visit was similar to that of the 1957 survey.

Data from questionnaires giving one purpose of trip only are discussed in the following paragraphs of this section from four different aspects, accompanied by corresponding statements.

**STATEMENT 22. Purpose of Visit<sup>1</sup> Reported by Canadians Returning from the United States, Compiled Quarterly, Special Survey, 1958**

	Business	Education	Shopping	Recreation	Visiting friends or relatives	Health	Other
	per cent						
First quarter .....	7.4	0.7	5.4	41.6	41.1	3.0	0.8
Second quarter .....	12.5	1.0	11.8	39.1	29.4	5.1	1.1
Third quarter .....	5.4	0.6	6.6	50.8	32.4	0.6	3.6
Fourth quarter .....	11.7	0.3	15.0	37.4	31.8	1.3	2.5
Year .....	8.8	0.6	9.4	43.4	33.3	2.2	2.3

<sup>1</sup> Questionnaires reporting one purpose only.

Definite patterns of reasons for travel can readily be detected when analyzing reports according to the time of the year. As expected, there are pronounced trends of activities suitable to certain seasons, like increased recreational travel in the summer, more visiting and shopping in the holiday seasons, fewer business trips in the middle of the summer, etc. In 1958 business as the reason of travel was heaviest in the second and fourth quarters of the year, with 12.5 per cent and 11.7 per cent respectively, as compared with only 5.4 per

cent during the summer holiday season. Education was by far the least important of all reasons during all quarters of 1958, and reached its lowest point during the period from October to December when only 0.3 per cent of the respondents reported education as the purpose of visit. On a seasonal basis, shopping again reached a maximum during the fourth quarter of the year when 15 per cent of all responses listed it as the reason for their trip. While more persons stated recreation as the purpose of trip during all quarters of the year, the

period from July to September inclusive was particularly high when almost 51 out of every 100 Canadian travellers to the United States had recreation in mind. Visiting friends or relatives remains a popular reason for the trip and varied according to the season of the year. Comparable to 1957 the percentages were highest in the first and third quarters while, on the other hand, the lowest percentage appeared in the second quarter. However, during the second quarter of 1958 more respondents took

journeys for health when a maximum of slightly over 5 per cent was reached although the average for all quarters combined amounted to only 2.2 per cent. Thus it is deduced that of the persons returning to Canada in the spring of the year, after spending a winter in the south, many have made the trip for reasons of health. A detailed breakdown is shown in Statement 22, where questionnaires reporting one purpose only are tabulated according to season and purpose of visit.

**STATEMENT 23. Purpose of Visit<sup>1</sup> Reported by Canadians Returning from the United States, by Province of Re-Entry, Special Survey, 1958**

Province of re-entry	Business	Education	Shopping	Recreation	Visiting friends or relatives	Health	Other
	per cent						
Maritimes .....	6.2	0.3	3.8	33.4	48.3	3.3	4.7
Quebec .....	9.9	0.6	3.6	55.1	26.8	3.1	0.9
Ontario .....	9.6	0.6	8.6	41.0	36.9	1.9	1.4
Manitoba .....	7.2	0.8	14.5	39.4	28.7	2.0	7.4
Saskatchewan .....	7.0	1.1	10.2	34.0	34.0	2.5	11.2
Alberta .....	12.1	1.1	8.0	43.1	25.8	5.8	4.1
British Columbia and Yukon Territory	5.9	0.8	18.2	39.6	29.9	1.8	3.8
Canada .....	8.8	0.6	9.4	43.4	33.3	2.2	2.3

<sup>1</sup> Questionnaires reporting one purpose only.

In Statement 23, on the other hand, information on the purpose of visit is arranged according to province of re-entry. It has been assumed, for all practical purposes, that the province of re-entry might well be considered the province of residence. Residents of Alberta reported the highest percentage of business trips per province, while British Columbia and the Yukon Territory listed relatively fewer business trips than all the other provinces. But as far as shopping is concerned, British Columbia visitors head the list; over 18 per cent of all British Columbians visiting the United States were induced by shopping. Directly opposed to this are Quebec and the Maritimes, where only 3.6 per cent and 3.8 per cent respectively, reported shopping as a reason. At the same time, persons from Quebec listed recreation most frequently, while Maritimers, more than anybody else, travelled in the United States to visit friends or relatives, at a rate of 48 out of every 100: whereas the lowest percentage of visits in this category was reported by residents of Alberta. However, residents of that province indicated that almost 6 per cent of all their visits to the United States were for the sake of health, which is well above the average of 2.2 per cent for all provinces combined.

Analyzing the purpose of Canadian visits to the United States is complicated by the number who gave their main destination as another province in Canada while, at the same time, they had passed through the United States en route. Many questionnaires also checked recreation or visits to friends or relatives as the purpose of trip although it was evident this applied to the part of the journey spent in Canada and the trip through the United States was mainly in transit. In addition to the examples already given a high proportion of the questionnaires checking "other" reasons for the trip to the United States were in transit. Altogether, it is estimated that less than 5 per cent of the respondents were in transit through the United States to other parts of Canada, although this proportion may well be higher in some areas. This cannot be assumed to represent the total extent of the in transit movement, however, as data in the survey are restricted to the long-term traffic. Many journeys could be made via the United States between different provinces in Canada and be recorded in the short-term traffic. Segregation of the questionnaires indicating in transit traffic show that the automobile was used in almost all cases for this purpose.

**STATEMENT 24. Purpose of Visit<sup>1</sup> Reported by Canadians Returning from the United States  
by Type of Transportation, Special Survey, 1958**

Type of transportation	Percentage of persons reporting main purpose of trip						
	Business	Education	Shopping	Recreation	Visiting friends or relatives	Health	Other
	per cent						
Rail.....	9.0	0.9	12.0	32.2	42.4	2.8	0.7
Bus .....	2.4	0.7	16.3	41.3	36.8	2.0	0.5
Aeroplane .....	25.6	0.9	2.2	42.2	24.3	3.7	1.1
Boat .....	6.9	2.2	18.6	47.7	22.7	1.3	0.6
Total non-automobile .....	15.8	0.9	8.2	38.5	32.7	3.0	0.9
Automobile .....	4.2	0.4	10.2	46.6	33.7	1.7	3.2
Grand total.....	8.8	0.6	9.4	43.4	33.3	2.2	2.3

<sup>1</sup> Aggregate of questionnaires reporting one purpose only.

The ratio in which the various types of transportation were used for each purpose of trip is shown in Statement 24. For example, of all people indicating to have used automobiles in travel to the United States, 46.6 per cent went for recreation and 33.7 per cent visited friends or relatives, the latter figures having slightly decreased when compared with 1957. The least important reason for which car travel was used in 1958 was education; trips for education accounted for only 0.4 per cent of all trips undertaken by motorists. For all types of transportation, recreation and visiting were the most frequently checked reasons, with the possible exception of air travel where business trips were next in importance to recreation. Approximately 42.4 per cent of all train passengers reported visits to friends or relatives, another 32.2 per cent travelled for recreation, and 12 per cent for shopping. Whereas in 1957 some 4.5 per cent more train passengers visited friends or relatives than in 1958, the percentage reporting recreation and shopping showed an advancement of about 3 per cent. On the whole, as in 1957, recreation was reported most frequently for all types of transportation, with the exception of rail. Education, in comparison with 1957, was listed as a reason of travel for all modes of transportation by less than one-quarter as many persons during 1958.

#### Length of Stay

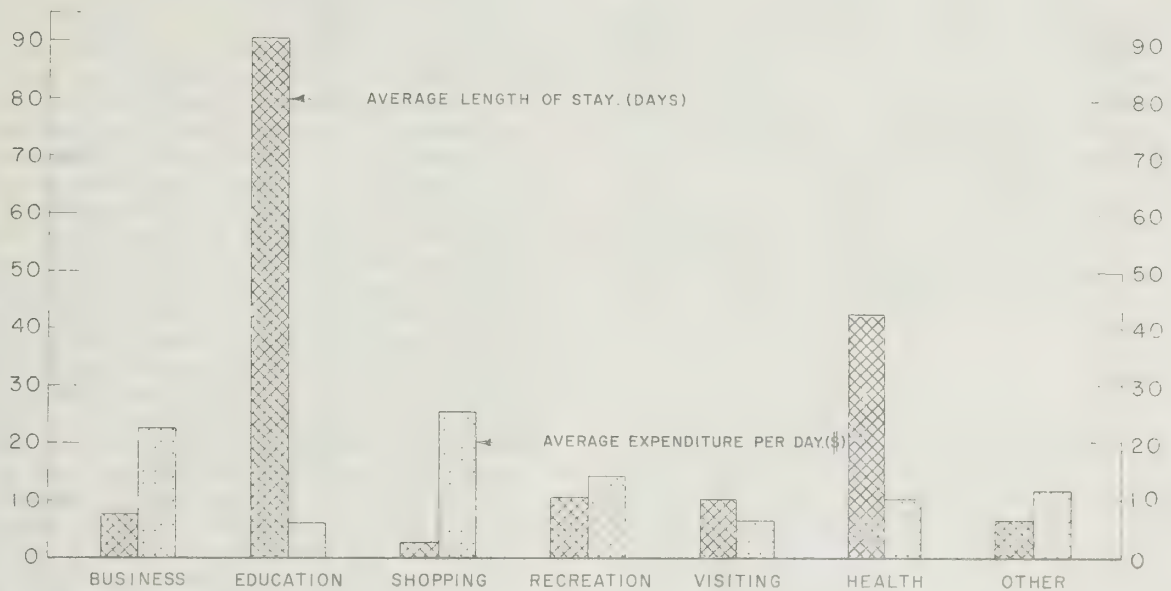
The "mail questionnaires" used for the special survey also query the respondents on length of stay in the United States, and this information is compiled according to purpose of trip by type of transportation used. To simplify matters, the length of stay discussed in the following paragraph is, in each case, the over-all average for all types of transportation by the purpose of visit.

As had been the case in former years, again the shortest average length of stay was reported by persons who travelled for shopping. Thus it appears that many Canadians who visit the United States

mainly for shopping return shortly after the 48 hour minimum stay required for customs exemption. Similar to the previous survey, on a provincial basis there was very little variation in the length of stay reported by shoppers. Persons on business trips in the United States averaged practically the same length of stay as in 1957, slightly below 8 days. With the exception of the Maritimes this average does not vary greatly on a provincial basis. Following the trend of the previous two surveys, trips made for recreation and visits to friends or relatives were of nearly the same duration, namely 10.4 and 10.1 days respectively. Comparable figures for 1957 show recreation 11.8 days and visits to friends or relatives 11.2 days, indicating, on the whole, a shorter trip by roughly one day. When recreation trips were examined on a provincial basis there was some noticeable variation in the length of stay, as persons from Alberta averaged trips of 13 days, while respondents from Saskatchewan reported an average stay much shorter, only 6.2 days. On the other hand, it was noted that respondents from Saskatchewan on visits to friends or relatives stayed 15.3 days. Altogether visits to friends or relatives were of longer duration for the Western Provinces, whereas they spent less time on trips for recreation. The season of the year continues to have a bearing on the length of stay for persons on recreation and visits to friends or relatives. During the first six months of 1958 trips of longer duration were reported for both recreation and visits to friends or relatives which compares favourably with 1957 and again points to longer visits in the southern states during the winter and early spring. Health as a purpose of trip is shown separately for 1958, with a length of stay averaging 42.6 days, and is likely responsible for lowering the length of stay for "other" reasons to 6.6 days from 22 days in 1957. As may be expected, Canadians in the United States for purposes of education had the longest length of stay, 90.8 days; a considerable change from the 1957 average of 38 days but, no doubt, meaning that in 1958 education was considered as formal study.

CHART-2

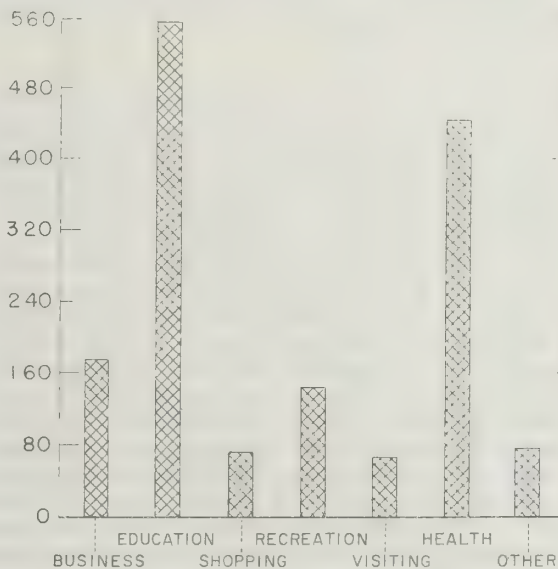
**AVERAGE LENGTH OF STAY AND AVERAGE EXPENDITURE PER PERSON PER DAY  
ACCORDING TO PURPOSE OF TRIP  
1958**



SPECIAL SURVEY OF CANADIAN TRAVEL IN THE UNITED STATES, 1958.

CHART-3

**AVERAGE EXPENDITURE PER PERSON  
BY PURPOSE OF TRIP  
1958**



SPECIAL SURVEY OF CANADIAN TRAVEL IN THE UNITED STATES, 1958

### Expenditures

In addition to the length of stay, respondents were questioned on their expenditures in the United States and, in order that comparisons of interest might be made, this information was compiled by purpose of trip and type of transportation used, as well as by purpose of trip according to province of re-entry. Again in 1958 the most per trip was spent by persons travelling for the purpose of education, with an average of \$557 per person per trip. This amounts to an increase in average expenditure of over \$250 per person per trip compared with the previous year. Rising costs in education and the respondents considering education more on the basis of formal study was possibly instrumental in the increase. Although the \$557 per trip was the highest average expenditure for any purpose, on a per person per day basis it only amounted to \$6.13, lowest of any purpose owing to the high average length of stay. Persons travelling for health spent \$443 per trip, furthermore, in this category the only regional variation was in re-entries into Saskatchewan, where an average expenditure of \$835 per person per trip was reported. Nevertheless, again because of the great length of stay, the daily expenditure was only \$10.41 per person. On a regional basis, spending on business trips was more or less uniform, and there was no significant change in the average expenditures when compared with the previous year. There were, however, differences

in this mean according to type of transportation. The total range extended from \$86 for boat travellers on business to \$251 for those using bus transportation. The average for all types of conveyance was an expenditure of \$174 per business trip, or \$22.28 on a per diem basis, which ranks second only to the \$25.36 spent by shoppers. The lowest average outlay per trip was reported by persons visiting friends or relatives; when transportation was by automobile the mean was \$45, while persons using plane averaged \$135 per trip, compared with the \$68 average for all types of transportation. However, persons re-entering the Western Provinces had spent about 25 per cent more per visit to friends or relatives than the average for all provinces. Chart 2 is arranged by average length of stay and average outlay per person per day according to purpose of trip, while Chart 3 gives comparative data on average expenditure by purpose of trip.

### Destination

At the same time, this special survey also gathered information on the destination of Canadian travellers to the United States, and these data were examined in three ways: by state of destination according to the season of the year; by state of destination and province of re-entry; and by area of destination regardless of season or type of transportation. Tables 13 and 14 respectively, and Map 2, illustrate this discussion. In questionnaires listing more than one destination, the state farthest from the International border was taken. Data for states lying close to the border should be taken as minimal since Canadians had to pass through those States on their way farther south.

The state of New York again was visited by the largest percentage of Canadians, roughly 26 per cent. As in 1957 these visits were decidedly heavier in the fourth quarter when the average was 29 per cent, which suggests either Christmas shopping or visits over the Christmas season. Almost 12 per cent had checked Washington state as their destination in 1958, replacing Florida which in 1957 had been the next important state of destination on a yearly basis. The percentages reported for the state of Washington show little variation according to the season. On the other hand, Florida with approximately 11 per cent was visited almost exclusively during the first half of 1958, and only to the extent of 3.5 and 5 per cent during the July to December period, as compared with the 24 and 19 per cent of the first two quarters. The equivalent percentages for 1957 from January to June although comparable were in the reverse order, viz. 20 and 23 per cent respectively. As already explained, the questionnaires for this survey are sent out to Canadians on their return from visits to the United States and, therefore, some of the figures for the first quarter are possibly from respondents who went to Florida towards the end of the previous year. Almost 10 per cent, a slightly higher figure than that of 1957, declared Michigan as their destination and, as had happened during the preceding year, the seasonal peak occurred in the last quarter.

Again California attracted slightly over 5 per cent and, similar to the pattern of Florida, more visits were reported for the first half of the year.

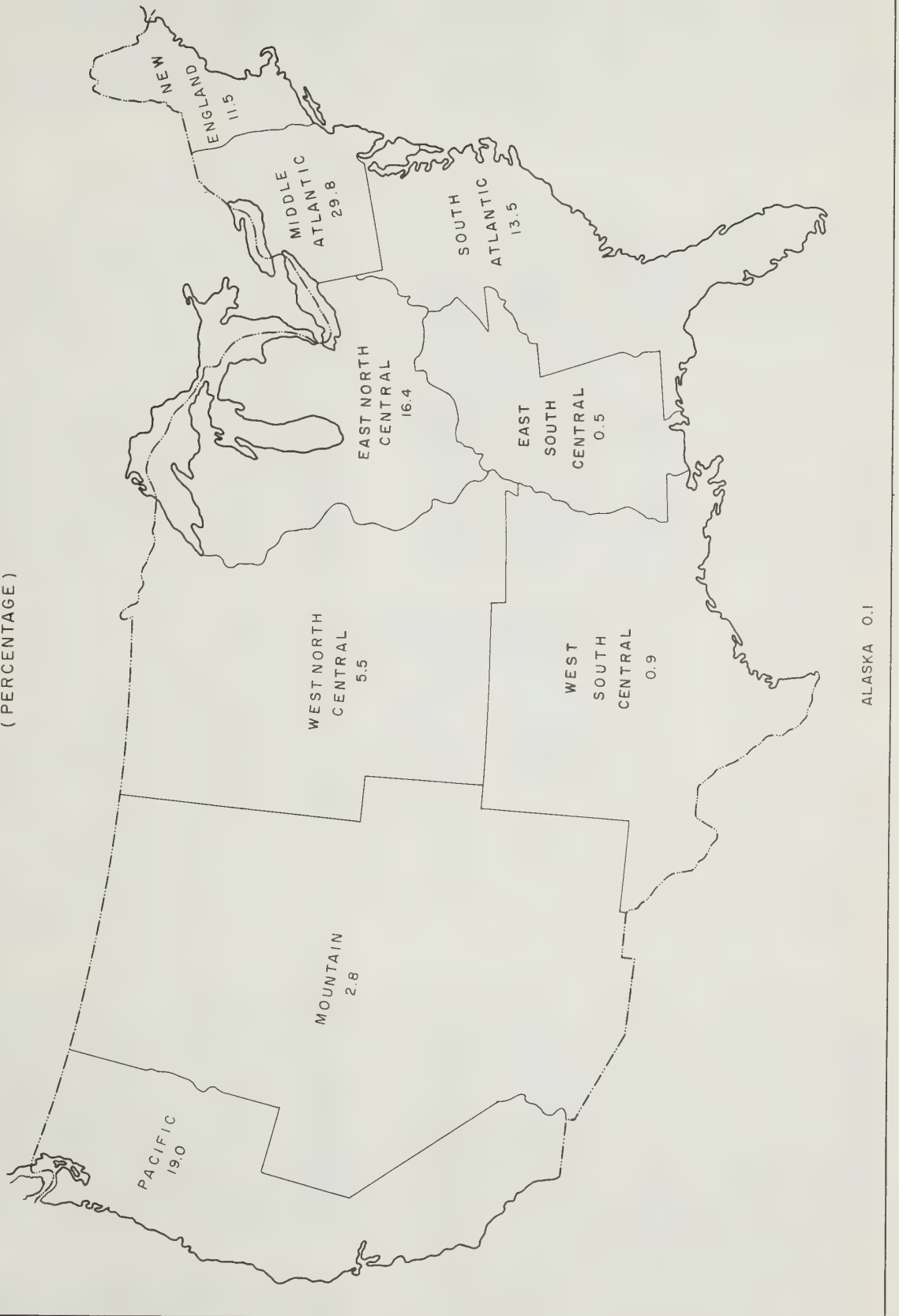
This information was also compiled according to province of re-entry. At ports of re-entry in the Maritimes, 34 out of every 100 Canadians questioned in this sample declared Massachusetts as their United States destination; 26 per cent of this group did not travel any farther than Maine, and New York had attracted approximately 16 per cent. The number of persons re-entering the Maritimes and returning from visits to other states was relatively insignificant, and there were no notable changes in this pattern when compared with 1957. Almost 39 per cent of the re-entries through Quebec ports had not travelled beyond the state of New York; this represents almost the same proportion as 1957. Another 13 per cent had visited Massachusetts, notably the city of Boston, and 12 per cent reported Florida as their destination. The pattern of states immediately south of the border attracting the greater proportion of persons from bordering provinces is clearly shown by Table 14. New York and Michigan were again the most preferred destinations for those returning through Ontario and, though Florida had attracted about 1 per cent fewer persons of this group than in 1957, it was still a strong third with 15 per cent. Almost 60 out of every 100 persons re-entering through British Columbia had not travelled beyond Washington, 10 per cent visited Oregon and 18 per cent had gone as far as California. Minnesota had attracted about 40 per cent of the persons returning via Manitoba, while only 16 per cent, as compared with 22 per cent in 1957, gave North Dakota as their destination. On the other hand, the trend was different for Saskatchewan, where over 37 per cent, as compared with 24 per cent in 1957, had declared North Dakota as their destination of travel. There was a similar relationship in travel patterns for the province of Alberta as most persons did not travel beyond the border state of Montana.

Map 2 shows to which areas of the United States most Canadians travelled in 1958; type of transportation is not considered in this tabulation, and the ratios represent the annual figure rather than the seasonal. The Middle Atlantic States of New York, New Jersey and Pennsylvania, again attracted almost 30 per cent of all respondents, and this rate is only 0.7 per cent lower than in 1957. Whereas in 1957 the South Atlantic States of Florida, Mississippi, Alabama, Georgia, North and South Carolina, the Virginias, Maryland, Delaware and the District of Columbia, had seen almost 3 per cent more Canadians than in 1956, during 1958 only 13.5 per cent listed these states as their destination, which is a decline of a little more than one per cent compared with 1957. The Pacific States of Washington, Oregon and California, remained as the area second in importance by receiving 19 per cent of Canadian travel, or almost 1 per cent more than was determined in this special survey during the previous two years. The East North Central Area

MAP-2

DESTINATION OF CANADIANS IN THE UNITED STATES,  
VISITS OF MORE THAN 48 HOURS, SPECIAL SURVEY 1958

( PERCENTAGE )



also saw an increase of Canadian travel. During 1958 more than 16 per cent had indicated this area as their destination, which is an increase of roughly 2 per cent over the previous year. Furthermore, almost two-thirds of this figure are visits to the state of Michigan. On the other hand, travel to the New England States declined in 1958 when only 11.5 per cent of those responding to this survey declared

these states as their destination, compared with 12.6 per cent in 1957 and 12.2 per cent in 1956. Only 5.5 per cent travelled to the West North Central Area, out of which percentage about three-fifths did not go beyond the state of Minnesota. All other areas not mentioned elsewhere in this text, accounted for approximately 4 per cent of Canadian travel.

### Travel Between Canada and Overseas Countries

#### Volume of Travel and Expenditure

Travel between Canada and overseas countries continued to show an upward trend during 1958, but the rate of expansion was not so pronounced as in the previous year. The total number of entries by residents of overseas countries and Canadians returning direct from visits to overseas countries advanced about 10 per cent as compared with a gain of 15 per cent in the previous year. At the same time, the breakdown shows visits to Canada by residents of overseas countries advanced some 8 per cent as compared with a gain of 17 per cent in the preceding year; and, furthermore, re-entries by residents of Canada returning from visits to overseas countries advanced about 10 per cent as compared with a gain of 14 per cent in the year 1957.

Expenditures involved in overseas travel also continued to show a definite expansion over the previous year. Receipts from overseas visitors advanced \$2 million to a total of \$40 million for the year; approximately 5 per cent higher than the previous record of \$38 million in 1957. Payments by Canadians advanced 6 per cent in 1958 to a total of \$129 million. As a result, the balance between receipts and payments stood at a debit balance of \$89 million, the highest on record. Moreover, this constitutes an increase of \$5 million in the debit balance when compared with 1957. It should be noted, in addition, that the debit balance in the overseas account amounted to about 46 per cent of Canada's total deficit on travel account in 1958.

**STATEMENT 25. Balance of Payments on Travel Account Between Canada and Overseas Countries, 1957-1958<sup>1</sup>**  
Net Credits (+) Net Debits (-)

	All overseas countries		United Kingdom		Other sterling area		Other O.E.E.C. countries		All other countries	
	1957	1958	1957	1958	1957	1958	1957	1958	1957	1958
	millions of dollars									
Receipts .....	38	40	18	18	5	6	10	11	5	5
Payments .....	122	129	47	52	11	11	48	52	16	14
Net balance .....	- 84	- 89	-29	-34	- 6	- 5	-38	-41	-11	- 9

<sup>1</sup> Subject to revision.

#### Overseas Visitors to Canada

In 1958 the non-resident visitors (other than immigrants) arriving in Canada direct from overseas countries through Canadian ports of entry numbered 39,600, an increase of about 8 per cent or approximately 3,000 more visits than in 1957. As well as the number of visitors entering direct from overseas countries an estimated 26,000 arrived via the United States, an increase of 1,000 or 4 per cent more than in 1957. Altogether, the number of entries direct and by way of the United States amounted to 65,600, an increase of 4,000 visits or a total between 6 and 7 per cent higher than the previous record established in 1957.

The aeroplane continued to advance in popularity as a means of oceanic transportation in bringing visitors to Canada direct from overseas

countries. In 1958 the breakdown in type of transportation amounted to some 54 per cent arriving via plane and 46 per cent via ship. In 1957 the corresponding breakdown amounted to 52 per cent via plane and 48 per cent arrived via ship. For a three year period prior to 1957 about 54 per cent of the visitors from overseas countries arrived via ship and the remainder, representing approximately 46 per cent of the total, used planes for oceanic transportation. The inauguration of economy flights and the improved service by plane, no doubt, have been factors influencing a greater diversion to air travel.

Canadian air and steamship lines carried a smaller percentage of our visitors during 1958 as compared with the previous year. In 1958 some 41 per cent of the visitors to Canada from overseas

**STATEMENT 26. Number of Non-Immigrant Visitors Entering Canada Direct from Overseas Countries, by Type of Transportation, Principal Countries, 1957-1958**

Country of residence	Arrivals by aeroplane		Arrivals by vessel		Total	
	1957	1958	1957	1958	1957	1958
<b>United Kingdom .....</b>	<b>8,820</b>	<b>10,311</b>	<b>10,892</b>	<b>11,790</b>	<b>19,712</b>	<b>22,101</b>
England .....	7,016	8,175	8,179	8,726	15,195	16,901
Scotland .....	1,543	1,706	2,052	2,222	3,595	3,928
Northern Ireland .....	133	249	413	465	546	714
Wales .....	109	154	211	326	320	480
Lesser British Isles .....	19	27	37	51	56	78
% of Total .....	<b>46.3</b>	<b>48.1</b>	<b>61.8</b>	<b>64.6</b>	<b>53.8</b>	<b>55.7</b>
<b>Commonwealth Countries (n.e.s.) .....</b>	<b>3,079</b>	<b>3,380</b>	<b>1,440</b>	<b>1,473</b>	<b>4,519</b>	<b>4,853</b>
Australia .....	534	566	781	728	1,315	1,294
West Indies Federation .....	850 <sup>1</sup>	901	128 <sup>1</sup>	160	978 <sup>1</sup>	1,061
Hong Kong .....	422	543	41	28	463	571
New Zealand .....	203	257	237	232	440	489
Bermuda .....	435	466	14	6	449	472
India .....	171	189	28	52	199	241
Union of South Africa .....	168	146	84	91	252	237
Other Commonwealth Countries .....	296	312	127	176	423	488
% of Total .....	<b>16.2</b>	<b>15.8</b>	<b>8.2</b>	<b>8.1</b>	<b>12.3</b>	<b>12.3</b>
<b>Europe (n.e.s.) .....</b>	<b>4,748</b>	<b>5,309</b>	<b>4,948</b>	<b>4,646</b>	<b>9,696</b>	<b>9,955</b>
Germany .....	1,004	1,115	1,409	1,373	2,413	2,488
Netherlands .....	824	936	1,220	1,333	2,044	2,269
France .....	1,253	1,316	911	754	2,164	2,070
Switzerland .....	236	312	142	115	378	427
Italy .....	190	214	172	157	362	371
Belgium .....	138	226	157	111	295	337
Austria .....	64	132	147	113	211	245
Ireland (Republic) .....	100	105	100	112	200	217
Denmark .....	95	109	76	93	171	202
Norway .....	81	122	164	75	245	197
Sweden .....	68	106	37	29	105	135
Spain .....	54	95	16	31	70	126
Yugoslavia .....	32	53	60	60	92	113
Other European Countries .....	609	468	337	290	946	758
% of Total .....	<b>25.0</b>	<b>24.8</b>	<b>28.1</b>	<b>25.5</b>	<b>26.5</b>	<b>25.1</b>
<b>Others .....</b>	<b>2,375</b>	<b>2,415</b>	<b>326</b>	<b>328</b>	<b>2,701</b>	<b>2,743</b>
Mexico .....	624	771	24	32	648	803
South America (n.e.s.) .....	494	358	37	72	531	430
Japan .....	165	243	63	40	228	283
Asia (n.e.s.) .....	123	172	28	23	151	195
Africa (n.e.s.) .....	97	123	62	45	159	168
Middle East (n.e.s.) .....	182	132	17	10	199	142
Israel .....	114	98	45	27	159	125
Argentina .....	90	114	7	10	97	124
Other Countries .....	486	404	43	69	529	473
% of Total .....	<b>12.5</b>	<b>11.3</b>	<b>1.9</b>	<b>1.8</b>	<b>7.4</b>	<b>6.9</b>
<b>Total .....</b>	<b>19,022</b>	<b>21,415</b>	<b>17,606</b>	<b>18,237</b>	<b>36,628</b>	<b>39,652</b>

<sup>1</sup> British West Indies.

n.e.s.—not elsewhere specified.

countries arrived via Canadian carriers, whereas in 1957 between 42 and 43 per cent used this means of transportation. On the other hand, it should be noted that only 36 per cent used Canadian carriers in 1956 and 33 per cent during 1955. Comparable data on transportation expenditures of overseas visitors entering via the United States have not been compiled but, no doubt, most of the expenditure for oceanic transportation would go to foreign carriers.

Residents of the United Kingdom have accounted for more than half of the visitors from overseas countries for several years, but the percentage of the total has gradually declined from 57 per cent in 1955 to 54 per cent in 1957. Now, however, during 1958 the trend towards a decreasing percentage of the total originating in the United Kingdom appears to be checked and nearly 56 per cent of the visitors arriving direct from overseas countries gave the United Kingdom as the country of last permanent residence. The proportion originating in other Commonwealth countries has re-

mained fairly constant during the past four years, namely about 12 per cent. The percentage of the total originating in other European countries declined from 27 per cent to a basis comparable with 1956 when 25 per cent arrived from this region. Meanwhile the number originating in other areas not already specified remained unchanged at 7 per cent.

Receipts from residents of overseas countries travelling in Canada again reached new records in 1958 although the increase was appreciably smaller than the year before. Estimates showed that \$40 million was received from residents of overseas countries as compared with \$38 million in 1957, an increase of \$2 million or approximately 5 per cent. In 1957 the corresponding rate of expansion in our receipts from overseas was nearly 36 per cent. Included in the receipts are transportation costs paid Canadian carriers covering fares between Canada and overseas countries. Transportation earnings amounted to more than 50 per cent of the total receipts in this category.

### Canadian Travellers Overseas (Returning Direct)

#### Volume and Expenditures

Once again, new records were established in the number of visits to overseas countries by residents of Canada. In 1958 Canadians returning direct from overseas countries numbered 132,000, an increase of 12,200 re-entries or approximately 10 per cent more than the previous year. The rapid expansion, formerly experienced in travel to overseas countries by Canadians during the period of 1954 to 1956 inclusive, has tapered to a more moderate rate in the past two years. Whereas in 1958 the increase amounted to approximately 10 per cent as compared with 13 per cent in 1957, the rate of gain in each of the previous three years was about 20 per cent. Re-entries direct to Canada were supplemented by an estimated 42,000 who returned via the United States, thus making a total of 174,100, a gain of 15,200 visits in the aggregate or roughly 10 per cent over the 1957 figure.

Expenditures of Canadians in overseas countries reached a new record of \$129 million in 1958, some \$7 million higher than the previous record of \$122 million established in 1957. Although the new record is nearly 6 per cent higher than the preceding year, the rate of expansion is noticeably more moderate than in previous years. It should be noted, in addition, that the rate of gain is gradually decreasing each year. In 1957 the rate of gain over the previous year amounted to 14 per cent while in 1956 there was an increase of 24 per cent as compared with 1955. In 1958 payments for travel in overseas countries advanced in about the same proportion as our receipts from overseas visitors.

Estimates for 1958 indicate that the United Kingdom received some \$52 million from the Canadian travel account, comparable to the amount received by all other European countries. When compared with the previous year the United Kingdom received an additional \$5 million which represents

an increase of between 10 and 11 per cent, while the other European countries received an extra \$4 million or an increase of around 8 per cent. There was no change in payments to countries in other sterling areas, and, furthermore, the group referred to in Statement 25 as "other countries" received between 12 and 13 per cent less or approximately \$2 million under the previous year.

With the exception of payments to United States carriers, oceanic transportation costs paid to non-Canadian carriers are included with the estimates of travel expenditures in overseas countries. However, payments for overseas transportation paid to carriers of United States origin are debited to the travel account with the United States. On the other hand, receipts by Canadian carriers do not represent a movement of funds out of Canada, consequently they are not included with expenditures of Canadians in overseas countries. In 1958 transportation costs to and from North America amounted to approximately 47 per cent of the expenditures reported by Canadians returning direct from overseas countries; practically the same proportion as in the previous year. Transportation costs incorporated in the overseas account include incidental expenses en route but do not include transportation within Canada. The proportion of oceanic transportation costs received by Canadian carriers was approximately the same as 1957, namely some 40 per cent which is slightly lower than in 1956 and 1955. Comparable data released by the United States Department of Commerce show that in 1958 United States carriers received 53 per cent of the overseas transportation costs paid by Americans as against 47 per cent paid to foreign carriers. The corresponding breakdown for 1957 shows a slightly different trend when 45 per cent of the overseas transportation costs went to foreign planes and ships while 55 per cent went to United States carriers.

**STATEMENT 27. Residents of Canada Returning Direct from Overseas Countries,  
Principal Ports of Re-Entry, 1954 - 1958**

Port of re-entry	1954	1955	1956	1957	1958
Gander, Nfld. ....	8,529	9,729	1,925	3,254	2,665
Dorval, Que. ....	17,937	19,507	33,415	37,927	49,383
Malton, Ont. ....	7,036	7,823	13,592	15,962	21,067
Vancouver, B.C. (Aeroplane) ....	3,183	4,523	7,472	9,369	9,897
St. John's, Nfld. ....	944	608	720	710	573
Halifax, N.S. ....	4,017	6,713	5,892	7,557	4,138
Saint John, N.B. ....	1,164	1,034	1,089	1,373	1,281
Quebec <sup>1</sup> , Que. ....	27,673	33,408	37,182	38,877	38,453
Vancouver, B.C. (Vessel) ....	568	1,039	1,182	1,332	1,258
Other ports ....	2,507	3,635	3,625	3,541	3,404
<b>Total all ports</b> .....	<b>73,558</b>	<b>88,019</b>	<b>106,094</b>	<b>119,902</b>	<b>132,119</b>

<sup>1</sup> Many returning residents cleared at Quebec disembark at Montreal.

In order to obtain information on the overseas travel of Canadians, questionnaires have been sent to selected groups of travellers returning directly from overseas in recent years. In addition to information on expenditures, questions are asked regarding such items as type of transportation, des-

tinuation, points of departure and re-entry, purpose of visit, etc. Results from these questionnaires have appeared to be reasonably consistent from year to year and, as the coverage has been extended, more information has been yielded from this source even though the basis is only a sample.

**STATEMENT 28. Residents of Canada Returning Direct from Overseas Countries,  
Principal Ports of Re-Entry, Compiled Quarterly, 1958**

Port of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Gander, Nfld. ....	131	485	1,394	655	2,665
Dorval, Que. ....	8,042	10,590	21,091	9,660	49,383
Malton, Ont. ....	5,681	4,893	7,310	3,183	21,067
Vancouver, B.C. (Aeroplane) ....	3,541	2,159	2,488	1,709	9,897
St. John's, Nfld. ....	64	117	254	138	573
Halifax, N.S. ....	2,118	1,140	545	335	4,138
Saint John, N.B. ....	1,008	3	1	269	1,281
Quebec <sup>1</sup> , Que. ....	—	8,509	22,196	7,748	38,453
Vancouver, B.C. (Vessel) ....	294	433	285	246	1,258
Other ports ....	78	529	2,129	668	3,404
<b>Total all ports</b> .....	<b>20,957</b>	<b>28,858</b>	<b>57,693</b>	<b>24,611</b>	<b>132,119</b>

<sup>1</sup> Many returning residents cleared at Quebec disembark at Montreal.

## Type of Transportation

The breakdown according to type of transportation, as compiled from questionnaires to overseas travellers, shows that about 39 per cent of the overseas transportation costs of persons returning direct went to the steamship lines and 61 per cent covered fares to the air lines. Air travel to overseas countries has expanded rapidly during the past few years. In 1955 receipts for overseas transportation were fairly evenly distributed between air and vessel routes, then in 1956 an upward surge began when air routes received 56 per cent of the total, 59 per cent in 1957 and 61 per cent in 1958. At the same time, the amount received by vessel routes declined in the same proportion as the advances shown by air routes. The trend to a higher proportion of air travel is reflected in Statement 27 which shows the extent to which the two types of transportation have been used by Canadians returning direct from overseas during the past five years. It is noted that most Canadians returning from overseas by aeroplane re-enter Canada through the ports of Gander, Dorval, Malton and Vancouver, whereas re-entries by vessel are mainly through St. John's, Newfoundland; Halifax, Nova Scotia; Saint John, New Brunswick; Quebec, Montreal, and Vancouver. With the exception of Gander, Newfoundland, the main airports have shown a steady increase over the five year period. In 1958 the ports reporting air traffic accounted for between 62 and 63 per cent of the re-entries as compared with 56 per cent in 1957 and 53 per cent in 1956. Ports showing re-entries by vessel accounted for some 35 per cent of the re-entries in 1958 as compared with 41 per cent in 1957 and 44 per cent in 1956. Ports not specified in the statement accounted for between 2 and 3 per cent of the total in 1958 as compared with 3 per cent in 1957 and 4 per cent in 1956. Canadians returning through ports recording air traffic numbered 83,012 in 1958 compared with 66,512 in 1957, a gain of 16,500 visits or nearly 25 per cent. Residents of Canada returning via ports comprising traffic by vessel numbered 45,703 in 1958 as compared with 49,849 in 1957, a decrease of 4,146 or approximately 8 per cent. Ports not specifically named in Statement 27 accounted for 3,404 re-entries in 1958 as compared with 3,541 in 1957, a decline of 137 or nearly 4 per cent. The aggregate for all ports was about 10 per cent higher than the previous year. The seasonal pattern of data for the year 1958 appears in Statement 28 which shows a diversion of traffic by vessel to Halifax, N.S. and Saint John, N.B. during the part of the year when navigation to Quebec and Montreal is closed.

## Destination

Canadians selected for the survey of overseas travel were also asked to report their destinations on the questionnaires. As many respondents (particularly persons returning from visits to Europe) reported visits to several countries on one trip abroad, it was necessary to record the information on the basis of the area visited rather than attempt

to show the detail for each country separately. Data reported on destinations by Canadians returning direct from overseas countries reveal a change of trend in some areas as compared with 1957. In 1958 some 26 per cent of the respondents reported visits to the United Kingdom only, as compared with 36 per cent in the previous year. The proportion reporting visits to the United Kingdom and other European countries was relatively unchanged at 31 per cent. Visits to European countries other than the United Kingdom advanced to 19 per cent of the total, as compared with 15 per cent in 1957 and 12 per cent in 1956. Visits to the West Indies Federation accounted for nearly 6 per cent of the total in 1958, whereas in 1957 about 4 per cent of the respondents reported visits to the British West Indies. This is not a valid comparison, however, as all countries formerly compiled as British West Indies are not included in the West Indies Federation. Visits to Bermuda represented between 4 and 5 per cent of the total in 1958 as compared with 3 per cent in 1957, while visits to Mexico were unchanged at 4 per cent of the total. Visits to Hawaii accounted for nearly 4 per cent of the total, and between 2 and 3 per cent reported visits to a combination of several areas. Some 1 per cent of the total reported visits to Central America and the non-British West Indies, while less than 1 per cent visited each of the following areas: South America, Australia and New Zealand, Other Commonwealth, and other countries not already specified. The information presented in this paragraph does not include Canadians who travelled to overseas countries and returned via the United States.

It is also notable that, as in the preceding year, the destinations reported by respondents returning direct from overseas countries varied considerably according to the period of the year. Visits to the United Kingdom only were below the yearly average (26 per cent) in the first and second quarters, but reached a maximum of 32 per cent of all visits in the third quarter, then dropped again in the fourth quarter to 29 per cent. Visits to the United Kingdom and other European countries advanced consistently throughout each quarter of the year to a maximum of 39 per cent in the fourth quarter. Visits to other European countries accounted for 16 per cent of the total in the first quarter, 21 per cent in the second quarter, and 19 per cent in the third and fourth quarters of the year. Once again, travel to the West Indies Federation and Mexico was heaviest in the first quarter of the year when 16 per cent of the respondents reported visits to the West Indies Federation and 12 per cent visits to Mexico. Comparable data for the second quarter show 7 per cent to the West Indies Federation and 5 per cent to Mexico, whereas visits to these areas were at a minimum during the third quarter of the year. Visits to Bermuda reached a peak of 9 per cent during the second quarter, while Hawaii accounted for about 7 per cent of the total during the first and second quarters of the year. Apparently the temperate climate of these areas attracts many persons on vacation during the first half of the year.

From the sample an analysis of data on destination according to port of re-entry shows that 31 per cent of the respondents who re-entered Canada at Gander and Dorval reported visits to the United Kingdom, while 33 per cent had visited the United Kingdom and Continental Europe. Approximately 22 per cent visited European countries other than the United Kingdom, some 4 per cent had been to Bermuda, and between 3 and 4 per cent had been to the West Indies Federation. Nearly 2 per cent reported visits to Mexico, while a similar percentage reported destinations in two or more areas.

Overseas travellers re-entering Canada at Malton reported fewer visits to Europe with between 13 and 14 per cent who had visited the United Kingdom, 12 per cent with visits to the United Kingdom and other European countries, and 11 per cent with destinations in Continental Europe only. On the other hand, nearly 25 per cent of the travellers re-entering Canada at Malton reported destinations in the West Indies Federation, 18 per cent had been to Bermuda, and 16 per cent visited Mexico. Of the remainder the majority had been to Central or South America, while some had been to more than one area.

Some 38 per cent of the respondents who re-entered Canada by air and ship at Vancouver reported visits to Hawaii. Next in importance were visits to Europe which accounted for nearly 35 per cent of the total and comprised 16 per cent with visits to the United Kingdom and other European countries, 13 per cent to Continental Europe, and 6 per cent to the United Kingdom only. Mexico was the destination of 10 per cent, while 7 per cent had visited more than one area. Some 2 per cent reported visits to Australia and New Zealand and 1 per cent had been to South America; the remaining 7 per cent reported visits to countries not already specified.

Comparable to 1957 about 41 per cent of the respondents re-entering Canada by ship at the Atlantic and St. Lawrence River ports had visited the United Kingdom and Continental Europe, while 33 per cent had visited the United Kingdom only. Roughly 21 per cent had visited European countries other than the United Kingdom, and the remainder reported visits to other areas overseas.

### **Length of Stay**

An analysis of the questionnaires from Canadians returning direct from overseas countries shows that the length of stay varied somewhat according to the destination. In 1958 the over-all average length of stay reported by respondents returning direct from the United Kingdom declined to 55 days as compared with 59 in 1957 and 63 in 1956. Persons returning by ship spent 74 days as compared with 82 days in 1957 while, on the other hand, persons returning by plane stayed about 38 days, an increase of around 2 days over the 1957 figure.

The respondents visiting both the United Kingdom and other European countries reported visits of 66 days abroad in comparison with 77 days in 1957 and, furthermore, the time spent abroad

was divided as follows: 32 days in the United Kingdom and 34 days in other European countries. For 1957 the breakdown revealed 38 days in the United Kingdom and 39 days in Continental Europe. Comparable to the pattern for visits in the United Kingdom only, persons using ships for oceanic transportation reported longer visits than persons who travelled by plane, although both reported shorter visits than in 1957. Persons travelling by ship were abroad for 84 days which was divided as follows: United Kingdom 44 days and 40 days in other European countries. Persons returning by plane reported 47 days abroad, some 19 of which were spent in the United Kingdom and 28 were in Continental Europe.

The length of stay reported by persons who had visited Continental Europe only, declined from 70 days in 1957 to 58 days in 1958. Plane travellers reported 43 days abroad, while persons returning by ship averaged nearly 80 days in Europe. It is possible that some persons may have included the number of days en route to and from North America, although they were asked to report only the length of stay in each country. This would have more effect on traffic by ship on account of the length of time required to make the trip by vessel.

Visits to the other Commonwealth countries are chiefly by aeroplane and vary considerably in duration. When compared with 1957 there was little change in the length of stay reported by visitors to Bermuda, namely 17 days. Visits to the West Indies Federation averaged between 21 and 22 days but this figure is not comparable with 1957 which covered the British West Indies. However, in some of the other Commonwealth countries visits were noticeably shorter.

Other countries frequently visited were Mexico where the length of stay remained unchanged at 21 days; Central America and West Indies not British where the length of stay dropped from 25 days in 1957 to 14 days in 1958; South America where the average stay was extended from 29 days in 1957 to 41 days in 1958; and Hawaii where the average length of visit advanced from 22 days in 1957 to 29 days in 1958.

### **Purpose of Visit**

Once again, the purpose of visit was compiled and, comparable to the 1957 survey, questionnaires reporting more than one purpose of trip were weighted and combined with the forms which reported one purpose only. Approximately 44 per cent of the travellers to overseas countries made the trip to visit friends or relatives as compared with 42 per cent in 1957 and 37 per cent in 1956. Questionnaires showing recreation as the purpose of visit also advanced in importance during 1958 when 42 per cent of the respondents reported recreation the purpose of their overseas visit. In 1958 nearly 10 per cent of the overseas trips were for business reasons compared to 11 per cent in 1957. Between 1 and 2 per cent of the overseas travel in 1958 was for education and 3 per cent reported health as the purpose of trip.

**STATEMENT 29. Purpose of Visit Reported by Canadians, Returning Direct from Overseas Countries, Compiled Quarterly by Type of Transportation, 1958**

Type of transportation by quarter	Business	Education	Health	Recreation	Visiting friends or relatives
	per cent				
<b>Aeroplane:</b>					
First quarter .....	11.2	0.3	4.7	46.8	37.0
Second quarter .....	14.9	0.5	4.9	49.5	30.2
Third quarter .....	8.7	1.0	0.9	39.6	49.8
Fourth quarter .....	18.2	1.3	1.9	37.1	41.5
<b>Year .....</b>	<b>12.2</b>	<b>0.7</b>	<b>3.1</b>	<b>43.6</b>	<b>40.4</b>
<b>Vessel:</b>					
First quarter .....	6.2	2.6	1.6	28.1	61.5
Second quarter .....	7.0	1.6	4.2	41.4	45.8
Third quarter .....	5.9	3.8	2.9	41.9	45.5
Fourth quarter .....	5.1	1.7	2.0	37.0	54.2
<b>Year .....</b>	<b>5.9</b>	<b>2.7</b>	<b>2.7</b>	<b>39.2</b>	<b>49.5</b>
<b>Aeroplane and vessel:</b>					
First quarter .....	10.4	0.7	4.2	43.7	41.0
Second quarter .....	12.5	0.9	4.7	47.0	34.9
Third quarter .....	7.5	2.2	1.8	40.6	47.9
Fourth quarter .....	11.0	1.5	2.0	37.0	48.5
<b>Year .....</b>	<b>9.9</b>	<b>1.5</b>	<b>2.9</b>	<b>41.9</b>	<b>43.8</b>

In addition to the seasonal pattern on purpose of trip Statement 29 also gives the breakdown by type of transportation. Business trips were reported by 12 per cent of the air passengers as compared with 6 per cent of the persons returning by ship. Journeys for recreation were reported by 44 per cent of the air passengers as compared with 39 per cent of the re-entries by ship, while there was little difference in the proportion reporting trips for their health between the two types of transportation. Visits to friends or relatives, on the other hand, were reported by nearly 50 per cent of the boat passengers as compared with 40 per cent of the persons using planes for transportation. Although education is of minor importance as a purpose of visit to overseas countries, Statement 29 shows that nearly 3 per cent of the respondents who returned by ship indicated they had been overseas for their education, whereas less than 1 per cent of the re-entries by air were recorded in this category. Interesting comparisons between the two types of transportation on a quarterly basis can be arrived at by examining Statement 29 in detail.

Some seasonal variation appeared in the purpose of visit reported during 1958. Business trips were reported by a higher proportion of the respondents in the second quarter, whereas they represented a smaller percentage of the total in the third quarter than at any other period of the year. Health was reported more frequently during the first half of the year and comparable to business was a

smaller percentage of the total in the third quarter than at any other period. Some 44 per cent of the respondents recorded recreation as the purpose of their visit in the first quarter, which advanced to 47 per cent in the second quarter, declining to 41 per cent in the third quarter, and 37 per cent in the last quarter of the year. On a seasonal basis, more people visited friends or relatives in the fourth quarter than at any other period of the year, whereas visits of this nature were lowest in the second quarter as shown in Statement 29.

Moreover, a further analysis shows the purpose of visit to overseas countries also varies according to the area visited. Comparable to 1957, between 73 and 74 per cent of the visits to the United Kingdom were for the purpose of visiting friends or relatives. Some 60 per cent of the visits to other European countries were for the same purpose which also compared closely to the previous year. However, comparisons with 1956 figures show that 66 per cent of the visits to the United Kingdom and 54 per cent of the visits to other European countries were to visit friends or relatives. The tendency to visit the United Kingdom and other European countries for this purpose has been steadily increasing over the past few years. Recreation accounts for about 17 per cent and business for nearly 7 per cent of the visits to the United Kingdom, whereas, on the other hand, recreation accounts for 26 per cent and business for 9 per cent of the visits to other European countries.

**STATEMENT 30. Purpose of Visit Reported by Canadians Returning Direct from Overseas Countries, Compiled by Destination, 1958**

Destination reported	Business	Education	Health	Recreation	Visiting friends or relatives
	per cent				
United Kingdom only .....	6.9	0.8	2.0	16.6	73.7
U.K. and other European countries .....	14.7	2.6	1.1	51.9	29.7
Other European countries only .....	9.0	1.9	2.9	26.3	59.9
Other Commonwealth countries .....	5.0	—	7.3	72.9	14.8
All other countries .....	8.9	0.3	6.9	75.6	8.3
<b>Grand total</b> .....	<b>9.9</b>	<b>1.5</b>	<b>2.9</b>	<b>41.9</b>	<b>43.8</b>

Canadians returning from combined trips to the United Kingdom and other European countries reported a much higher percentage of visits for recreation than persons visiting each area separately. The proportion reporting recreation advanced from 46 per cent of the total in 1957 to 52 per cent in 1958, and visits to friends or relatives advanced from 27 per cent in 1957 to 30 per cent in 1958. Business trips, however, declined about 3 per cent in 1958 and trips for educational reasons also decreased in importance.

Comparable to the previous year some 73 per cent of the visits to other Commonwealth countries (mainly Bermuda and the West Indies Federation), were for recreation, whereas visits to friends or relatives accounted for 15 per cent of the total in 1958 as compared with 13 per cent in 1957. Visits

to other Commonwealth countries for purposes of health also advanced in 1958 while business trips, on the other hand, were of less importance.

The residue of countries in areas not already specified are grouped for convenience and listed as "other countries". Some changes appear in the purpose of visit for this group as follows: recreation accounted for 76 per cent in 1958 as compared with 74 per cent in 1957; business trips advanced from 8 per cent to 9 per cent; and purposes of health advanced from 4 per cent in 1957 to 7 per cent in 1958. Visits to friends or relatives, on the other hand, accounted for 8 per cent of the visits to "other countries" in 1958 as compared with 11 per cent in 1957. The most important countries included in this residual classification are Mexico, Hawaii, Cuba, Puerto Rico, and the countries of South America.

**Canadian Travellers Overseas (Returning Via the United States)**

Additional information was collected in 1958 from Canadians returning via the United States from visits in overseas countries. The questionnaire used for Canadians returning from visits to the United States was revised to include questions on both sides, with page 1 requesting information on visits to the United States, while page 2 is similar to the overseas questionnaire. The new form was devised so that persons visiting other countries in conjunction with a trip to the United States would be able to give full particulars of such a trip. The respondent is thus given an opportunity to report on visits to other countries in addition to that part of the trip en route through the United States. Data presented below were compiled from questionnaires completed in 1958 but comparable information for previous years is not available.

Travel between Canada and overseas countries by way of the United States is estimated at 42,000 visits. An analysis of this travel shows a pattern which is different in many respects from travel direct with overseas countries. For example, these

respondents gave a much higher percentage of destinations in countries such as Bermuda, West Indies, Mexico, Central America and Hawaii, which are closer to the United States and, furthermore, indicates that possibly stop-overs were made en route. Some 22 per cent of the respondents returning from abroad via the United States visited Mexico compared to 4 per cent of the persons returning direct. Similarly, 12 per cent of the persons returning from overseas via the United States had visited the West Indies Federation, while only 6 per cent of the persons returning direct reported the same destination. Data for other areas showing corresponding trends are as follows: Central America and West Indies not British 12 per cent vs. 1 per cent; Bermuda 10 per cent vs. 5 per cent; South America 5 per cent vs. 1 per cent; and Hawaii 7 per cent vs. 1 per cent. A comparison of travel to European countries shows the opposite trend as 6 per cent of the re-entries via the United States had visited the United Kingdom compared with 26 per cent of the re-entries direct. In addition, visits to the United Kingdom and other European countries

were reported by 11 per cent of the re-entries via the United States compared with 31 per cent direct, and visits to European countries other than the United Kingdom were 10 per cent vs. 19 per cent.

Canadians returning via the United States from visits to overseas countries averaged about 5 days stay in the United States en route in addition to the length of visit abroad. Visitors to the United Kingdom reported 36 days overseas and 4 days in the United States as compared with 55 days reported by persons returning direct. Persons visiting both the United Kingdom and other European countries spent 64 days abroad and 6 days in the United States, a total of 70 days in comparison with 66 days reported by persons returning direct. On the other hand, visits to European countries other than the United Kingdom lasted 60 days as well as the

4 days spent in the United States and together are somewhat longer than the visits of persons travelling direct. For visits to Bermuda and the West Indies Federation the time spent in the United States when added to the time spent abroad was comparable to the length of visit reported by persons returning direct. It was also noted that visitors to Bermuda spent 3 days in the United States en route while visitors to the West Indies Federation 4 days en route. Exclusive of the time spent en route the length of stay in Mexico or Central America was about the same whether the respondent returned direct or via the United States. When the time spent en route through the United States, approximately 3 days, was added to the length of stay in South America or Hawaii there was little difference from the length of stay reported by persons returning direct from these two countries.

**STATEMENT 31. Purpose of Visit Reported by Canadians Returning from Overseas Countries via the United States, Compiled by Destination, 1958**

Destination reported	Business	Education	Health	Recreation	Visiting friends or relatives	Other
	per cent					
United Kingdom only .....	14.6	—	1.6	30.9	49.6	3.3
U.K. and other European countries .....	15.7	1.8	1.8	45.2	32.0	3.5
Other European countries only .....	11.3	—	6.9	33.0	47.3	1.5
Other Commonwealth countries .....	6.7	—	7.4	68.0	15.9	2.0
All other countries .....	8.5	0.5	8.7	69.5	11.3	1.5
<b>Grand total .....</b>	<b>10.5</b>	<b>0.5</b>	<b>6.7</b>	<b>58.5</b>	<b>21.9</b>	<b>1.9</b>

The purpose of visit reported by persons returning from overseas countries via the United States varies somewhat from that reported by persons returning direct. Although an extra category described as "other" is shown for purpose of visit for Canadians returning from overseas countries via the United States it constitutes less than 2 per cent of the total. Even though most respondents checking "other" reasons for the trip specified shopping, it is possible the shopping may have occurred en route through the United States. Between 58 and 59 per cent of the persons returning via the United States reported recreation as the purpose of visit, which is substantially higher than the 42 per cent on recreation who returned direct. The percentage visiting friends or relatives is much lower in travel via the United States and comparable to 1957 some 22 per cent checked visiting as the purpose of trip, whereas 44 per cent of the persons returning direct had gone to visit friends or relatives. Between 10 and 11 per cent of the "via United States travellers" checked business reasons for the trip as compared with 12 per cent

in 1957. Nearly 7 per cent of the respondents had visited overseas countries for reasons of health, but this may include a group of persons who consider vacations in warmer climates as being beneficial to their health.

A study of Statement 31 on the basis of area visited also reveals different patterns. Visits to friends or relatives are most popular with tourists to the United Kingdom, while journeys to other Commonwealth countries and the residue of "other countries" are predominately for recreation. A high percentage of the visits to other Commonwealth countries via the United States are to Bermuda and the West Indies Federation, while the numerous trips to Hawaii are included in the residual category. Health was recorded more frequently for areas including countries with a warmer climate and especially during the first and second quarters of the year which, as already mentioned, is an indication the respondents may be thinking in terms of personal comfort

**STATEMENT 32. Purpose of Visit Reported by Canadians Returning from Overseas Countries via the United States, Compiled Quarterly, 1958**

	Business	Education	Health	Recreation	Visiting friends or relatives	Other
	per cent					
First quarter .....	6.5	—	11.9	71.6	10.0	—
Second quarter .....	7.5	0.3	10.6	60.0	20.2	1.4
Third quarter .....	11.8	1.0	3.5	52.0	29.2	2.5
Fourth quarter .....	15.0	0.4	2.5	53.8	24.7	3.6
<b>Year .....</b>	<b>10.5</b>	<b>0.5</b>	<b>6.7</b>	<b>58.5</b>	<b>21.9</b>	<b>1.9</b>

On a quarterly basis the maximum proportion of visits for recreation (71.6 per cent) was in the first quarter, declining in the second quarter to 60 per cent, and a minimum of 52 per cent was reached in the third quarter. Trips for reasons of health were also at their maximum of importance in the first quarter of the year when 12 per cent of the returns were checked as health. Statement 32 shows that this proportion declined retrogressively throughout the year, and reached a minimum of between 2 and 3 per cent in the fourth quarter. Visits to friends or relatives, on the other hand, were highest in the third quarter and at a minimum in the first quarter of the year. Between 6 and 7 per cent of the

returns in the first quarter checked business as the purpose of trip, but the percentage on business advanced progressively throughout the year until the fourth quarter when 15 per cent of the overseas visits via the United States were on business.

About 58 per cent of the respondents returning via the United States reported they had been travelling in groups of two or more, but this proportion varied according to the type of transportation and period of the year. During the first three quarters more persons travelled in groups than singly, but tabulations for the fourth quarter indicated more persons travelling alone than in groups.

#### Supplementary Analysis of International Travel

It is apparent that American travel expenditures in Canada have the same effect on the balance of payments as exports to the United States. Accordingly, in 1958 receipts from residents of the United States travelling in Canada were second only to the exports of newsprint paper to that country valued at \$590,167,000; a position that travel has occupied for several years. The relationship between travel and newsprint amounted to a spread of \$281 million in 1958 as compared with \$285 million in 1957 and \$307 million in 1956. If the comparison is restricted to the third quarter of the year which accounts for more than 50 per cent of the annual receipts from travel, the order of importance remains unchanged but the difference between the newsprint and travel income is narrowed substantially. During the third quarter of 1958, travel receipts from residents of the United States were between \$172 and \$173 million as compared with exports of newsprint valued at \$178 million. On the other hand, from some points of view exports of wood pulp valued at \$74 million, which also represent exports of the pulp and paper industry, should be added to this figure. Uranium ores and concentrates occupied second position in the value of commodity exports to the United States during 1958, some \$46 million below the value of travel "exported" to the United States during the same period. In 1957 wood pulp (considered separately) had ranked second in value of commodity exports, but was some \$90 million below the receipts from travel by Americans.

When travel receipts as a whole are compared with exports to all countries, travel ranks in third place. Although total travel receipts of \$349 million are considerably less than exports to all countries of newsprint valued at \$690 million and wheat valued at \$446 million, on the other hand, planks and boards valued at \$292 million (which rank third in domestic exports) are some \$57 million below the value of travel "exported" to all countries in 1958. Similar data for the year 1957 show that travel receipts of \$363 million were close to second place when compared with the value of domestic exports. Newsprint paper ranked first with a value of \$715 million, wheat was second with \$380 million, only \$17 million above the value of travel "exported", while wood pulp at \$292 million ranked third in value, and was some \$71 million below the value of travel receipts.

In the same manner that travel receipts are comparable to domestic exports in the effect on the balance of payments, so the amount spent by Canadians on travel in the United States and other countries can be likened to the imports of commodities. In 1958 Canada imported from the United States machinery (non-farm) and parts valued at \$453 million, which is just \$40 million higher than the \$413 million (including merchandise valued at \$74 million declared under the \$100 customs exemption) Canadians spent on travel in the United States. Imports of automobile parts (except engines) at \$234 million rank second in value of commodity imports in 1958

and are nearly \$180 million under the payments for travel. In 1957 the commodity items already referred to had the same rank in order of importance, but the payments for travel in the United States were \$149 million less than the value of machinery (non-farm) and parts and, coincidentally, were \$149 million above the imports of automobile parts.

In comparing total payments for travel with imports from all countries, disbursements for travel in foreign countries ranked first in comparison with any commodity imported. Although machinery (non-farm) and parts valued at \$533 million ranked first in the list of commodities imported, the amount spent by Canadians on foreign travel exceeded the value of this commodity by approximately \$9 million. Petroleum, crude and partly refined, valued at \$279 million ranked second in commodity imports, some \$263 million under the "imports" of travel during 1958. Comparable data for 1957 show payments for foreign travel of \$525 million, as compared with \$632 million for non-farm machinery and \$306 million for crude and partly refined petroleum, again the first and second ranking commodities imported.

From this it can be seen that travel is an important source of foreign funds, and one that directly and indirectly affects many sections of the business and economic life of Canada. Expenditures on travel, at the same time, appear vulnerable to changes in prosperity, as evidenced by the drop of 5 per cent during the 1958 recession in the United States.

When analyzing international travel between Canada and the United States the high percentage of short-term travel should constantly be kept in mind. Normally, over 84 per cent of the border crossings into Canada by non-immigrants from the United States are for a duration of less than 48 hours, and a large proportion of this number remain less than one day, often only a few hours. In 1958 the number of crossings recorded in this category amounted to 24.1 million, while the number of persons staying longer than 48 hours amounted to 4.4 million or together an aggregate of 28.5 million.

Although Canadian travel to the United States follows much the same pattern there is the tendency towards a slightly higher proportion of long-term visits. In 1958 Canadian long-term visits to the United States exceeded American long-term visits to Canada by approximately 35,600 although the aggregate number of all crossings was about 1 million lower than U.S. visits to Canada. Short-term visits by Canadians totalled 22.9 million as compared with 24.1 million by Americans in Canada.

Inasmuch as the average expenditure per person for short-term visits to Canada amounted to only \$3.00 per person, consequently the expenditures of this group are relatively unimportant as a source of receipts from foreign travellers. At the same time, the United States received an average of almost \$2.50 per person from all short-term Canadian visits. Comparable to the short-term traffic of Americans in Canada, a large proportion of the Canadian visits in the United States are for less than one day, and may be for a few hours only.

Although the interchange of persons between the two countries was almost equal in the long-term category, on the other hand, Canadians spent more money in the United States than their counterparts did in Canada. As a result, the balance of receipts from long-term travellers was in favour of the United States by almost \$120 million. In 1958 Americans in the long-term category, who had selected Canada for a visit, remained about 8 days. The non-automobile component of this group includes some visits of one or two days which cannot be isolated under present procedures. American visits in the long-term group numbered 4.4 million and their expenditures are estimated at \$238 million which amounts to about \$53 per visit or nearly \$7 per person per day, with variations for persons using different types of transportation. Averages in the non-automobile group are higher since a travel fare is required for each person, whereas motorists share the cost of transportation.

On the other hand, Canadian travellers staying over 48 hours in the United States spent considerably more than their counterparts spent in Canada. Long-term visits by Canadians numbered 4.5 million and their expenditures are estimated at \$357 million which amounts to about \$79 per trip or nearly \$10 per person per day. The average length of stay for all long-term Canadians amounted to approximately 8 days, although there was a wide variance in the non-automobile traffic. Comparable to American visits in Canada, the non-automobile component of the long-term classification includes some visits of one or two days but the average stay for this group is about double that of the American counterpart in Canada.

On a per capita basis the total of all American visits to Canada in 1958 represented between 16 and 17 per cent of the population or about 1 person in every 6. On the other hand, Canadian visits to the United States totalled some 27.4 million or an average of approximately 1.6 visits during the year for every person residing in Canada. The relationship of travel expenditures between the two countries follows much the same pattern. On a per capita basis Canadians spend an average of about \$25.00 per person on travel in the United States while Americans averaged around \$1.86 per person on travel in Canada.

Travel to overseas countries shows a much closer relationship for the two countries. Excluding trips to Canada and Mexico during 1958, visits to other countries by residents of the United States amounted to about 0.8 per cent of the population. In the same manner, if Canadian visits to the United States are excluded and trips to Mexico are deducted from overseas travel on the basis of the survey, visits to all other countries amounted to about 0.9 per cent of the population of Canada.

Several factors contribute to the spread between American spending in Canada and Canadian spending in the United States and it is difficult to

establish the degree of importance or list them in that order. A comparatively high percentage of Canadians report destinations in the distant resort states of Florida and California particularly during the first part of the year. This requires very long journeys to reach the destination, whereas there is not the tendency for Americans to penetrate Canada in the same proportion as most developed areas in Canada are relatively close to the border. Much wider ranges of destinations and facilities in the United States are open to the Canadian traveller. Many of these require a much longer trip in that country and they are available at all times of the year. It is significant that the Canadian travel deficit with the United States all occurs in the winter, early spring and late autumn months of the year. Many large metropolitan centers in the United States are also much farther from the border than is the case in Canada and likewise provide luxury facilities at all seasons and are widely patronized by Canadians, as do the distant major resort areas of Florida and California, already referred to. Furthermore, most of the Canadian population lives close to the border with easy access to the United States. In the United States large parts of the population live close to the Mexican border, or have other convenient travel facilities open to them either for visits overseas or in the United States.

There is also the much more important role of shopping in Canadian expenditures in the United States. Purchases of merchandise there by Cana-

dian travellers amount to some 20 per cent of the long-term expenditures. The purchases of merchandise by United States visitors to Canada are believed to be relatively much less. This assumption is substantiated by the returns from special surveys which show that 9 per cent of all Canadian long-term visits to the United States were mainly for shopping, whereas 0.1 per cent of the American visits to Canada by motorists were for shopping.

The fact also remains that the United States is the primary choice, and often the only opportunity for many Canadians to travel outside Canada, which also serves to explain the higher average expenditures and thus the unfavourable "trade" balance with the United States for travel services. There is also a greater tendency on the part of Americans to own their own summer cottages in Canada or to camp out which generally reduces the expenditures per person per day. Seemingly American travellers are much more diversified in their choice of travel destinations. In the first place there is the diversity of facilities available in the United States as well as in the two neighbouring countries, Canada and Mexico, all competing for tourist trade. Then many Americans choose countries in Europe, the Mediterranean, West Indies, Central America, etc. Meanwhile the great bulk of Canadian travel is yet with the United States because of the many tourist attractions which are available; diversities which also encourage Americans to travel at home.

#### Quarterly Distribution of Receipts and Payments for International Travel

Data on the quarterly distribution of the balance of payments on travel account for the period of 1950-1958 inclusive, appear in Statement 32. Receipts continue to be concentrated in the third quarter of the year, although this concentration has been less pronounced during 1957 and 1958. Perhaps the main development during the past year has been the debit balance which appeared in the third quarter for the first time. In 1950 there had been a credit balance of \$73 million in the third quarter but this gradually diminished each year until in 1957 when it stood at \$19 million. During the past year the customary credit balance in this quarter was replaced with a debit balance of \$4 million. Nevertheless, the third quarter continued to account for more than half of the yearly receipts from residents of other countries travelling in Canada. The first quarter is of least importance although it increased slightly in proportion during the past two years from 7.7 per cent of the total in 1956 to 8.9 per cent in 1958. Much the same trend developed for the second quarter which also climbed to greater significance during the past two years from 19.3 per cent of the yearly receipts in 1956 to 21.5 per cent in 1958. Meanwhile, as the first half of the year developed to greater proportions of the yearly revenue the latter half declined by the same degree.

Payments continue to be more evenly distributed throughout the year, although there was a minor upswing in the third quarter of 1958 which

may have been sufficient to change the discrepancy between receipts and payments from a credit to a debit balance for the quarter. Contrary to the trend which developed in receipts, payments declined in importance during the first half of the year while the last half accounted for a proportionally higher percentage of the yearly total. The change in relative importance was more pronounced in the third quarter as it accounted for 35.4 per cent of the yearly payments as compared with 33.9 per cent in 1957. The change which was second in importance appeared in the second quarter which accounted for 25.8 per cent of the yearly payments as compared with 27.0 per cent in 1957. Minor decreases and increases appeared in the first and fourth quarters respectively.

The balance between debits and credits was maintained at a debit of \$69 million during the first quarter of the year, but for the second quarter there was a decline from \$66 million in 1957 to \$65 million in 1958. The increase in the debit balance for the year can be traced to the last six months as the balance for the third quarter was changed from a credit of \$19 million in 1957 to a debit of \$4 million in 1958, while the debit of the fourth quarter was extended from \$46 million in 1957 to \$55 million in 1958. The difference between receipts and payments for travel amounted to a debit balance of \$193 million in 1958, the highest on record.

**STATEMENT 33. Quarterly Estimates of the Balance of Payments on Travel Account  
Between Canada and Other Countries, 1950-1958<sup>1</sup>**

	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	millions of dollars				
Quarterly receipts:					
1950 .....	23	51	152	49	275
1951 .....	23	51	157	43	274
1952 .....	24	53	156	42	275
1953 .....	26	57	172	47	302
1954 .....	24	59	172	50	305
1955 .....	26	66	182	54	328
1956 .....	26	65	191	55	337
1957 .....	31	76	197	59	363
1958 <sup>1</sup> .....	31	75	188	55	349
Per cent of year:					
1950 .....	8.4	18.5	55.3	17.8	100.0
1951 .....	8.4	18.6	57.3	15.7	100.0
1952 .....	8.7	19.3	56.7	15.3	100.0
1953 .....	8.6	18.9	56.9	15.6	100.0
1954 .....	7.9	19.3	56.4	16.4	100.0
1955 .....	7.9	20.1	55.5	16.5	100.0
1956 .....	7.7	19.3	56.7	16.3	100.0
1957 .....	8.5	20.9	54.3	16.3	100.0
1958 <sup>1</sup> .....	8.9	21.5	53.9	15.7	100.0
Quarterly payments:					
1950 .....	36	58	79	53	226
1951 .....	54	74	96	56	280
1952 .....	63	97	110	71	341
1953 .....	68	95	124	78	365
1954 .....	65	102	134	88	389
1955 .....	78	119	156	96	449
1956 .....	93	133	169	103	498
1957 .....	100	142	178	105	525
1958 <sup>1</sup> .....	100	140	192	110	542
Per cent of year:					
1950 .....	15.9	25.7	35.0	23.4	100.0
1951 .....	19.3	26.4	34.3	20.0	100.0
1952 .....	18.5	28.4	32.3	20.8	100.0
1953 .....	18.6	26.0	34.0	21.4	100.0
1954 .....	16.7	26.2	34.5	22.6	100.0
1955 .....	17.4	26.5	34.7	21.4	100.0
1956 .....	18.7	26.7	33.9	20.7	100.0
1957 .....	19.1	27.0	33.9	20.0	100.0
1958 <sup>1</sup> .....	18.5	25.8	35.4	20.3	100.0
Quarterly Balance (Net Credits + Net Debits -):					
1950 .....	- 13	- 7	+ 73	- 4	+ 49
1951 .....	- 31	- 23	+ 61	- 13	- 6
1952 .....	- 39	- 44	+ 46	- 29	- 66
1953 .....	- 42	- 38	+ 48	- 31	- 63
1954 .....	- 41	- 43	+ 38	- 38	- 84
1955 .....	- 52	- 53	+ 26	- 42	- 121
1956 .....	- 67	- 68	+ 22	- 48	- 161
1957 .....	- 69	- 66	+ 19	- 46	- 162
1958 <sup>1</sup> .....	- 69	- 65	- 4	- 55	- 193

<sup>1</sup> Subject to revision.

## STATISTICAL TABLES

**TABLE 1. Number of and Expenditures by Non-Resident Motorists Travelling on Customs Permits<sup>1</sup>  
Who Departed from Canada in 1958, Classified by Length of Visit**

Days stay	Number of permits	% of total permits	Average expenditure per car	Estimated expenditures	% of total expendi- tures	Number of car days	Average expenditure per car per day
			\$	\$			\$
1 .....	892,224	35.69	8.98	8,012,172	5.84	892,224	8.98
2 .....	517,937	20.72	20.39	10,560,735	7.70	1,035,874	10.19
3 .....	288,508	11.54	48.62	14,027,259	10.23	865,524	16.21
4 .....	187,225	7.50	69.77	13,062,688	9.52	748,900	17.44
5 .....	122,565	4.90	61.90	11,263,724	8.21	612,825	18.38
6 .....	84,796	3.39	109.36	9,273,291	6.76	508,776	18.23
7 .....	71,521	2.86	126.39	9,039,539	6.59	500,647	18.06
8 .....	77,149	3.09	146.35	11,290,756	8.23	617,192	18.29
9 .....	47,526	1.90	145.11	6,896,498	5.03	427,734	16.12
10 .....	30,826	1.23	151.42	4,667,673	3.40	308,260	15.14
11 .....	22,313	0.89	159.57	3,560,485	2.60	245,443	14.51
12 .....	17,609	0.70	181.77	3,200,788	2.33	211,308	15.15
13 .....	15,617	0.62	209.70	3,274,885	2.39	203,021	16.13
14 .....	16,101	0.64	232.75	3,747,508	2.73	225,414	16.63
15 .....	16,863	0.67	188.70	3,182,048	2.32	252,945	12.58
16 .....	10,217	0.41	177.80	1,816,583	1.32	163,472	11.11
17 .....	6,620	0.26	177.35	1,174,057	0.87	112,540	10.43
18 .....	4,685	0.19	195.77	917,182	0.69	84,330	10.88
19 .....	3,865	0.15	199.53	771,183	0.56	73,435	10.50
20 .....	3,215	0.13	202.52	651,102	0.47	64,300	10.13
21 .....	3,293	0.13	204.02	671,838	0.49	69,153	9.72
22 .....	3,192	0.13	206.22	658,254	0.48	70,224	9.37
23 .....	2,448	0.10	209.27	512,293	0.37	56,304	9.10
24 .....	1,986	0.08	216.12	429,214	0.31	47,664	9.00
25 .....	1,730	0.07	206.19	356,709	0.26	43,250	8.25
26 .....	1,617	0.06	207.69	335,835	0.24	42,042	7.99
27 .....	1,578	0.06	230.24	363,319	0.26	42,606	8.53
28 .....	1,678	0.07	211.55	354,981	0.26	46,984	7.56
29 .....	1,995	0.08	166.27	331,709	0.24	57,855	5.73
30 - 39 .....	11,398	0.46	154.49	1,760,877	1.28	381,517	4.62
40 - 49 .....	4,667	0.19	228.66	1,067,156	0.78	205,974	5.18
50 - 59 .....	3,853	0.15	259.51	999,892	0.73	210,115	4.76
60 - 69 .....	3,765	0.15	237.32	893,510	0.65	240,928	3.71
70 - 79 .....	2,399	0.10	307.54	737,788	0.54	178,244	4.14
80 - 89 .....	1,960	0.08	335.43	657,443	0.48	165,438	3.97
90 - 99 .....	1,704	0.07	317.27	540,628	0.39	160,249	3.37
100 - 119 .....	2,156	0.09	399.89	862,163	0.63	234,938	3.67
120 - 139 .....	1,808	0.07	481.55	870,642	0.63	233,075	3.74
140 - 169 .....	2,436	0.10	487.06	1,186,478	0.87	376,191	
170 - 199 .....	3,184	0.13	423.79	1,349,347	0.98	583,830	<sup>2</sup>
200 - over .....	3,866	0.15	474.45	1,834,224	1.34	921,153	
<b>Total .....</b>	<b>2,500,095</b>	<b>100.00</b>	<b>54.86</b>	<b>137,164,456<sup>3</sup></b>	<b>100.00</b>	<b>12,521,898</b>	<b>10.95</b>
Average length of stay .....						per car 5.01	

<sup>1</sup> Exclusive of commuters, summer residents and locals.

<sup>2</sup> Expenditures per day are not shown as many longer term permit holders are employed in Canada.

<sup>3</sup> Expenditure data in this table are calculated on a Dominion basis, hence do not agree with similar data in Statement 3 which are calculated on a provincial basis.

**TABLE 1A. Number of and Average Expenditure Per Day by Non-Resident Motorists Travelling on Customs Permits<sup>1</sup> Who Departed from Canada in 1958, Classified by Length of Visit**

Days stay	Average persons per car	Number of persons	Number of person-days	Average expenditure per person per day
				\$
1 .....	3.17	2,831,970	2,831,970	2.83
2 .....	2.90	1,501,250	3,002,500	3.52
3 .....	2.86	824,784	2,474,352	5.67
4 .....	2.81	525,775	2,103,100	6.21
5 .....	2.78	340,131	1,700,655	6.62
6 .....	2.80	237,653	1,425,918	6.50
7 .....	2.90	207,347	1,451,429	6.23
8 .....	3.07	237,228	1,897,824	5.95
9 .....	2.95	140,078	1,260,702	5.47
10 .....	2.84	87,604	876,040	5.33
11 .....	2.76	61,671	678,381	5.25
12 .....	2.77	48,718	584,616	5.48
13 .....	2.81	43,842	569,946	5.75
14 .....	2.93	47,147	660,058	5.68
15 .....	3.01	50,804	762,060	4.18
16 .....	2.85	29,136	466,176	3.90
17 .....	2.71	17,935	304,895	3.85
18 .....	2.60	12,177	219,186	4.18
19 .....	2.58	9,979	189,601	4.07
20 .....	2.47	7,950	159,000	4.09
21 .....	2.61	8,587	180,327	3.73
22 .....	2.58	8,246	181,412	3.63
23 .....	2.54	6,220	143,060	3.58
24 .....	2.44	4,841	116,184	3.69
25 .....	2.37	4,096	102,400	3.48
26 .....	2.29	3,709	96,434	3.48
27 .....	2.35	3,707	100,089	3.63
28 .....	2.34	3,919	109,732	3.23
29 .....	2.45	4,878	141,462	2.34
30- 39 .....	2.34	26,727	894,553	1.97
40- 49 .....	2.34	10,915	481,679	2.22
50- 59 .....	2.31	8,898	485,208	2.06
60- 69 .....	2.32	8,733	361,544	2.47
70- 79 .....	2.36	5,650	419,795	1.76
80- 89 .....	2.28	4,461	376,553	1.75
90- 99 .....	2.30	3,919	368,543	1.47
100-119 .....	2.33	5,013	546,267	1.58
120-139 .....	2.31	4,174	538,070	1.62
140-169 .....	2.32	5,654	873,147	
170-199 .....	2.32	7,394	1,355,764	<sup>2</sup>
200-over .....	2.68	10,358	2,468,001	
<b>Total .....</b>	<b>2.97</b>	<b>7,413,278</b>	<b>33,958,633</b>	<b>4.04</b>
Average length of stay .....			per person 4.58	

<sup>1</sup> Exclusive of commuters, summer residents and locals.<sup>2</sup> Expenditures per day are not shown as many longer term permit holders are employed in Canada.

**TABLE 2. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada During the Calendar Year 1958, Grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit**

Ports of entry	Ports of exit	Number of permits by length of stay			Total
		1 day	2 days	3 days and over	
Section 1. Traffic within Ontario:					
(a) St. Lawrence River Ports .....	Fort Erie and Niagara Falls .....	624	3,180	8,823	12,627
	Lake Erie Ports .....	—	—	6	6
	St. Clair and Detroit River Ports ....	593	2,339	2,327	5,259
	Sault Ste. Marie .....	237	959	1,248	2,444
	Western Ontario Ports .....	—	4	71	75
	St. Lawrence River Ports .....	20,719	14,497	68,706	103,922
	All Ports in Canada .....	23,966	24,498	94,089	142,553
(b) Fort Erie and Niagara Falls .....	St. Lawrence River Ports .....	1,092	7,107	14,920	23,119
	Lake Erie Ports .....	7	34	46	87
	St. Clair and Detroit River Ports ....	99,007	62,069	15,194	176,270
	Sault Ste. Marie .....	49	1,088	3,514	4,651
	Western Ontario Ports .....	—	11	249	260
	Fort Erie and Niagara Falls .....	184,865	85,553	186,874	457,292
	All Ports in Canada .....	285,046	156,643	238,793	680,482
(c) Lake Erie Ports .....	St. Lawrence River Ports .....	—	1	14	15
	Fort Erie and Niagara Falls .....	—	30	70	100
	St. Clair and Detroit River Ports ....	71	41	74	186
	Sault Ste. Marie .....	—	—	14	14
	Western Ontario Ports .....	—	—	—	—
	Lake Erie Ports .....	4	6	313	323
	All Ports in Canada .....	75	78	494	647
(d) St. Clair and Detroit River Ports	St. Lawrence River Ports .....	707	2,243	3,309	6,259
	Fort Erie and Niagara Falls .....	106,151	60,772	21,677	188,600
	Lake Erie Ports .....	35	32	47	114
	Sault Ste. Marie .....	7	457	6,491	6,955
	Western Ontario Ports .....	—	—	184	184
	St. Clair and Detroit River Ports ....	141,516	47,274	118,077	306,867
	All Ports in Canada .....	248,452	111,106	159,803	519,361
(e) Sault Ste. Marie .....	St. Lawrence River Ports .....	137	1,186	1,727	3,050
	Fort Erie and Niagara Falls .....	114	1,967	5,219	7,300
	Lake Erie Ports .....	—	—	3	3
	St. Clair and Detroit River Ports ....	1	714	6,821	7,536
	Western Ontario Ports .....	—	37	355	392
	Sault Ste. Marie .....	5,740	4,471	27,463	37,674
	All Ports in Canada .....	6,013	9,165	45,935	61,113
(f) Western Ontario Ports .....	St. Lawrence River Ports .....	—	10	71	81
	Fort Erie and Niagara Falls .....	—	10	296	306
	Lake Erie Ports .....	—	—	—	—
	St. Clair and Detroit River Ports ....	—	—	201	201
	Sault Ste. Marie .....	—	29	458	487
	Western Ontario Ports .....	8,687	9,630	46,285	64,602
	All Ports in Canada .....	8,814	10,852	52,548	72,214

<sup>1</sup> Exclusive of commuters, summer residents and locals.

**TABLE 2. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada During the Calendar Year 1958, Grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit – Continued**

Ports of entry	Ports of exit	Number of permits by length of stay			Total
		1 day	2 days	3 days and over	
<b>Section II. Traffic from Ontario to Other Provinces:</b>					
St. Lawrence River Ports .....	All Ports in Quebec .....	1,785	3,472	11,556	16,813
All Ports in Ontario West of Kingston and East of Port Arthur .....	All Ports in Quebec .....	76	1,808	28,607	30,491
All Ports in Ontario .....	All Ports in Quebec .....	1,861	5,280	40,241	47,382
	All Ports in the Maritime Provinces	15	141	4,875	5,031
	All Ports in Manitoba .....	127	1,151	3,711	4,989
All Ports in Western Ontario .....	All Ports in Manitoba .....	127	1,145	3,620	4,892
All Ports in Ontario .....	All Ports in Ontario .....	570,363	305,751	541,147	1,417,261
	All Ports in Canada .....	572,366	312,345	591,662	1,476,373
<b>Section III. Traffic from the Maritime Provinces to Other Provinces:</b>					
All Ports in the Maritime Provinces	All Ports in Quebec .....	619	555	4,127	5,301
	All Ports in Ontario .....	25	150	2,849	3,024
	All Ports in the Maritime Provinces	83,923	26,622	78,768	189,313
	All Ports in Canada .....	84,567	27,327	85,759	197,653
<b>Section IV. Traffic from Quebec to Other Provinces:</b>					
All Ports in Quebec .....	All Ports in Ontario on the St. Lawrence River .....	1,554	3,217	9,024	13,795
	All Ports in Ontario West of Kingston and East of Port Arthur .....	79	1,202	16,574	17,855
	All Ports in Ontario .....	1,633	4,419	25,644	31,696
	All Ports in the Maritime Provinces	713	522	6,354	7,589
	All Ports in Quebec .....	127,368	83,719	154,216	365,303
	All Ports in Canada .....	129,714	88,660	186,270	404,644
<b>Section V. Traffic from Manitoba to Other Provinces:</b>					
All Ports in Manitoba .....	All Ports in Ontario .....	150	1,062	3,835	5,047
	All Ports in Western Ontario .....	150	1,062	3,770	4,982
	All Ports in Saskatchewan .....	74	102	880	1,056
	All Ports in Alberta .....	1	30	929	960
	All Ports in British Columbia .....	—	9	908	917
	All Ports in Yukon Territory .....	—	—	246	246
	All Ports in Manitoba .....	16,097	8,544	19,303	43,944
	All Ports in Canada .....	16,262	9,746	26,129	52,137

<sup>1</sup> Exclusive of commuters, summer residents and locals.

**TABLE 2. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada During the Calendar Year 1958, Grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit — Concluded**

Ports of entry	Ports of exit	Number of permits by length of stay			Total
		1 day	2 days	3 days and over	
Section VI. Traffic from Saskatchewan to Other Provinces:					
All Ports in Saskatchewan.....	All Ports in Manitoba .....	70	74	1,033	1,177
	All Ports in Alberta .....	8	81	1,263	1,352
	All Ports in British Columbia .....	1	27	852	880
	All Ports in Yukon Territory .....	—	—	508	508
	All Ports in Saskatchewan.....	4,807	3,126	10,644	18,577
	All Ports in Canada .....	4,886	3,324	14,658	22,868
Section VII. Traffic from Alberta to Other Provinces:					
All Ports in Alberta .....	All Ports in Manitoba .....	5	50	1,366	1,421
	All Ports in Saskatchewan.....	13	100	1,333	1,446
	All Ports in British Columbia .....	252	1,217	10,806	12,275
	All Ports in Yukon Territory .....	—	—	4,029	4,029
	All Ports in Alberta .....	8,171	4,626	13,212	26,009
	All Ports in Canada .....	8,441	6,009	31,800	46,250
Section VIII. Traffic from British Columbia to Other Provinces:					
All Ports in British Columbia .....	All Ports in Manitoba .....	—	7	744	751
	All Ports in Saskatchewan.....	3	16	604	623
	All Ports in Alberta .....	126	671	8,218	9,015
	All Ports in Yukon Territory .....	112 <sup>2</sup>	343 <sup>2</sup>	4,309	4,764
	All Ports in British Columbia .....	75,510	68,890	130,521	274,921
	All Ports in Canada .....	75,751	69,928	144,974	290,653
Section IX. Traffic from Yukon Territory to Other Provinces:					
All Ports in Yukon Territory .....	All Ports in Manitoba .....	—	—	315	315
	All Ports in Saskatchewan.....	—	—	534	534
	All Ports in Alberta .....	—	—	3,507	3,507
	All Ports in British Columbia .....	141 <sup>2</sup>	406 <sup>2</sup>	3,858	4,405
	All Ports in Yukon Territory .....	96	192	359	647
	All Ports in Canada .....	237	598	8,682	9,517

<sup>1</sup> Exclusive of commuters, summer residents and locals.

<sup>2</sup> Refers to traffic between Pleasant Camp, B.C., and Snag Creek, Y.T.

**TABLE 3. Average Declared Expenditure Per Car, Total Expenditures in Canada of Non-Resident Permit-Holding Motorists<sup>1</sup> Who Departed in 1958, Average Length of Visit and Average Expenditure Per Car Per Day, Classified by U.S. Federal States of Registration**

State of origin	Entries on customs permits as % of automobile registrations	Average declared expenditure per car	Total expenditure	Average length of visit	Average expenditure per car per day
	%	\$	\$	days	\$
Alabama .....	0.5	62.38	263,826	8.92	6.99
Arizona .....	0.8	121.04	388,673	11.08	10.92
Arkansas .....	0.4	79.10	133,211	9.94	7.96
California .....	1.2	110.12	7,660,742	7.82	14.08
Colorado .....	0.9	89.94	575,983	7.60	11.83
Connecticut .....	5.5	69.77	3,483,549	5.27	13.24
Delaware .....	2.6	94.40	320,880	6.32	14.94
Dist. of Columbia .....	2.2	113.89	435,959	7.09	16.06
Florida .....	1.3	100.67	2,393,026	13.85	7.27
Georgia .....	0.4	76.80	291,617	11.15	6.89
Idaho .....	3.2	67.78	531,952	8.42	8.05
Illinois .....	2.1	94.34	6,309,682	6.18	15.27
Indiana .....	1.9	75.30	2,252,857	5.52	13.64
Iowa .....	1.8	111.58	1,984,143	6.43	17.35
Kansas .....	0.9	81.46	632,128	7.52	10.83
Kentucky .....	0.6	67.18	374,462	5.99	11.22
Louisiana .....	0.4	100.34	372,957	10.04	9.99
Maine .....	52.7	23.48	3,494,699	7.67	3.06
Maryland .....	1.6	88.71	1,247,926	5.86	15.14
Massachusetts .....	7.3	82.84	9,017,714	6.01	13.78
Michigan .....	16.9	30.80	14,108,111	4.72	6.53
Minnesota .....	4.8	81.75	4,720,433	5.84	14.00
Mississippi .....	0.3	109.76	150,700	15.45	7.10
Missouri .....	0.9	124.44	1,442,868	7.36	16.91
Montana .....	9.1	59.80	1,338,908	4.85	12.33
Nebraska .....	1.1	107.56	636,628	6.91	15.57
Nevada .....	0.9	119.68	128,774	9.98	11.99
New Hampshire .....	17.1	51.95	1,722,663	4.06	12.80
New Jersey .....	3.3	95.73	6,166,401	5.53	17.31
New Mexico .....	0.7	94.16	181,815	9.29	10.14
New York .....	12.9	51.98	29,388,534	7.42	7.01
North Carolina .....	0.4	76.70	421,404	9.51	8.07
North Dakota .....	14.4	43.92	1,396,783	4.74	9.27
Ohio .....	4.3	74.98	10,923,207	6.26	11.98
Oklahoma .....	0.6	125.40	565,051	10.79	11.62
Oregon .....	4.0	99.19	2,669,438	6.30	15.74
Pennsylvania .....	3.6	75.46	9,358,867	5.31	14.21
Rhode Island .....	5.0	70.58	1,018,578	5.64	12.51
South Carolina .....	0.4	79.10	208,589	10.88	7.27
South Dakota .....	1.7	104.01	440,257	5.93	17.54
Tennessee .....	0.5	58.17	307,932	6.77	8.59
Texas .....	0.4	102.95	1,465,009	10.09	10.20
Utah .....	1.5	87.52	389,646	7.78	11.25
Vermont .....	74.0	16.73	1,448,623	3.56	4.70
Virginia .....	1.1	80.39	981,851	9.18	8.76
Washington .....	18.5	52.73	10,115,987	3.96	13.32
West Virginia .....	1.1	78.06	421,381	6.89	11.33
Wisconsin .....	2.5	84.65	2,683,974	5.29	16.00
Wyoming .....	1.3	95.37	158,119	7.32	13.03

<sup>1</sup> Including commuters, summer residents and locals.

**TABLE 4. Number of Non-Resident Automobiles Which Entered Canada on Customs Permits<sup>1</sup> Through Provinces Indicated and Which Departed in 1958, Classified by United States Federal States or Countries of Registration**

State	Nfld. P.E.I. N.S. <sup>1</sup>	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Alabama .....	67	438	596	2,563	63	40	147	281	34	4,229
Arizona .....	7	62	129	1,286	101	60	469	1,029	68	3,211
Arkansas .....	14	204	140	913	57	33	109	195	19	1,684
California .....	130	993	1,888	13,650	1,320	798	5,744	44,283	761	69,567
Colorado .....	21	185	321	2,190	251	345	1,342	1,641	108	6,404
Connecticut .....	700	9,646	22,969	16,133	45	15	174	222	25	49,929
Delaware .....	38	353	866	2,052	15	5	41	25	4	3,399
Dist. of Columbia....	80	348	1,009	2,245	22	4	47	68	5	3,828
Florida .....	237	2,199	4,250	15,137	262	128	532	933	94	23,772
Georgia .....	64	499	534	2,289	50	18	112	204	27	3,797
Idaho .....	8	121	116	433	50	92	1,240	5,702	86	7,848
Illinois .....	190	1,299	3,107	55,654	2,038	622	1,974	1,836	165	66,885
Indiana .....	77	518	1,119	26,409	397	171	534	624	69	29,918
Iowa .....	33	287	498	12,947	1,540	733	852	805	88	17,783
Kansas .....	42	646	426	3,899	708	259	683	1,029	68	7,760
Kentucky .....	27	230	353	4,584	39	28	106	182	25	5,574
Louisiana .....	33	349	422	2,125	95	53	238	349	53	3,717
Maine .....	628	120,833	23,872	3,394	10	6	29	29	6	148,807
Maryland .....	253	1,192	3,161	9,020	67	29	139	191	16	14,068
Massachusetts .....	3,801	24,960	48,427	30,870	84	40	250	390	36	108,858
Michigan .....	172	1,483	3,075	449,070	1,148	464	1,164	1,230	177	457,983
Minnesota .....	31	263	676	36,278	15,185	1,759	2,118	1,301	128	57,739
Mississippi .....	21	119	152	726	67	38	97	132	21	1,373
Missouri .....	48	330	562	8,252	611	161	638	930	63	11,595
Montana .....	5	41	46	711	289	5,581	12,632	2,951	132	22,388
Nebraska .....	22	179	218	3,044	755	374	596	688	43	5,919
Nevada .....	3	15	56	237	24	14	127	572	28	1,076
New Hampshire .....	255	2,986	25,955	3,852	9	13	34	41	12	33,157
New Jersey .....	914	5,001	20,148	37,179	136	55	417	524	38	64,412
New Mexico .....	12	90	186	770	43	67	281	440	42	1,931
New York .....	2,157	9,465	122,829	428,427	337	153	789	1,079	94	565,330
North Carolina .....	66	476	1,084	3,476	48	17	116	184	27	5,494
North Dakota .....	1	63	59	1,676	21,472	7,641	541	304	48	31,805
Ohio .....	343	2,269	4,863	135,588	393	179	920	985	133	145,673
Oklahoma .....	26	130	190	2,334	294	229	621	637	45	4,506
Oregon .....	16	128	210	1,192	173	185	988	23,788	232	26,912
Pennsylvania .....	859	4,975	13,505	102,948	210	90	607	729	105	124,028
Rhode Island .....	203	1,973	7,893	4,260	8	—	26	62	6	14,431
South Carolina .....	45	312	518	1,536	21	21	68	98	18	2,637
South Dakota .....	4	71	68	1,551	1,093	673	452	277	44	4,233
Tennessee .....	61	352	540	3,810	83	32	128	264	24	5,294
Texas .....	114	907	1,168	7,089	498	353	1,657	2,200	244	14,230
Utah .....	8	28	87	734	63	65	1,705	1,717	45	4,452
Vermont .....	101	765	82,598	3,006	7	7	37	61	2	86,584
Virginia .....	241	1,232	2,431	7,583	94	33	156	415	28	12,213
Washington .....	12	133	264	2,326	338	332	2,292	185,804	343	191,844
West Virginia .....	23	226	315	4,659	12	12	41	105	5	5,398
Wisconsin .....	53	381	909	26,680	1,389	572	909	715	99	31,707
Wyoming .....	1	38	33	327	65	198	605	355	36	1,658
<b>Total U.S. ....</b>	<b>12,267</b>	<b>199,793</b>	<b>404,841</b>	<b>1,487,114</b>	<b>52,079</b>	<b>22,797</b>	<b>45,524</b>	<b>288,606</b>	<b>4,019</b>	<b>2,517,040</b>
<b>Other Countries<sup>2</sup></b>	<b>24</b>	<b>69</b>	<b>523</b>	<b>1,049</b>	<b>95</b>	<b>114</b>	<b>747</b>	<b>2,413</b>	<b>5,499</b>	<b>10,533</b>
<b>Grand Total .....</b>	<b>12,291</b>	<b>199,862</b>	<b>405,364</b>	<b>1,488,163</b>	<b>52,174</b>	<b>22,911</b>	<b>46,271</b>	<b>291,019</b>	<b>9,518</b>	<b>2,527,573</b>

<sup>1</sup> Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from foreign countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

<sup>2</sup> Other Countries comprise: Alaska 8,698, Argentina 2, Australia 5, Bahamas 24, Belgium 11, Bermuda 8, Bolivia 1, Brazil 6, British Malaya 1, China 1, Costa Rica 4, Cuba 129, Denmark 16, England 267, France 113, French Morocco 1, French West Africa 1, Germany 315, Greece 2, Guam 9, Guatemala 6, Haiti 5, Hawaiian Islands 438, Hong Kong 1, Indo-China 1, Indonesia 1, Iraq 1, Ireland 1, Italy 20, Japan 48, Java 2, Mexico 130, Morocco 3, Netherlands 54, Netherlands Antilles 24, New Zealand 10, Nicaragua 1, Nigeria 1, Norway 12, Panama Canal Zone 73, Peru 1, Philippines 2, Puerto Rico 8, St. Pierre and Miquelon 5, Scotland 2, South Africa 7, Southern Rhodesia 1, Spain 2, Sweden 8, Switzerland 32, Turkey 3, Venezuela 5, Virgin Islands 3, West Indies Federation 9.

**TABLE 5. Number of Non-Resident Automobiles Which Entered Canada on Customs Permits<sup>1</sup> Through Provinces Indicated, and Which Departed in 1958 After Remaining Three Days or Over, Classified by U.S. Federal States or Countries of Registration**

State	Nfld. <sup>2</sup> P.E.I. N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total	Long-term visits <sup>3</sup>
											%
Alabama .....	67	132	247	640	41	33	128	121	34	1,443	34
Arizona .....	7	34	76	487	80	48	359	603	63	1,757	55
Arkansas .....	14	37	58	283	37	24	84	103	19	659	39
California .....	129	501	1,331	5,212	1,090	722	4,442	29,735	713	43,875	63
Colorado .....	21	59	149	676	165	265	1,034	893	100	3,362	52
Connecticut .....	684	5,492	15,447	6,303	33	13	136	134	22	28,264	57
Delaware .....	36	211	536	910	11	5	34	17	4	1,764	52
Dist. of Col. ....	76	238	787	1,207	17	3	42	46	5	2,421	63
Florida .....	229	1,135	2,723	7,175	214	114	444	580	90	12,704	53
Georgia .....	62	177	276	873	39	17	90	96	24	1,654	44
Idaho .....	8	42	47	140	30	73	810	2,904	76	4,130	53
Illinois .....	188	677	2,176	31,314	1,656	563	1,535	1,015	152	39,276	59
Indiana .....	73	293	698	13,185	318	154	415	287	63	15,486	52
Iowa .....	32	139	314	8,044	1,023	636	616	369	86	11,259	63
Kansas .....	41	111	185	1,651	495	182	480	384	63	3,592	46
Kentucky .....	27	79	195	1,942	30	24	90	58	24	2,469	44
Louisiana .....	33	87	231	753	62	41	199	178	50	1,634	44
Maine .....	598	21,857	11,685	848	10	6	19	24	6	35,053	24
Maryland .....	247	762	2,100	4,672	59	28	108	124	15	8,115	58
Massachusetts .....	3,738	20,483	32,932	10,298	74	34	214	242	32	68,047	63
Michigan .....	171	861	2,211	126,296	1,001	432	1,010	731	167	132,880	29
Minnesota .....	31	123	420	17,891	6,951	1,523	1,490	726	120	29,275	51
Mississippi .....	21	44	73	259	39	25	74	54	21	610	44
Missouri .....	46	160	361	3,621	427	139	489	377	61	5,681	49
Montana .....	5	16	19	165	194	2,673	6,012	1,603	113	10,800	48
Nebraska .....	21	37	112	1,500	549	323	397	303	40	3,282	55
Nevada .....	3	7	32	121	16	11	90	391	24	695	65
New Hampshire .....	247	2,032	11,761	1,005	9	13	30	28	11	15,136	46
New Jersey .....	902	3,477	13,840	19,086	117	46	365	315	35	38,183	59
New Mexico .....	12	36	90	221	25	48	206	216	35	889	46
New York .....	2,119	6,920	51,766	151,520	296	113	692	638	85	214,149	88
North Carolina .....	66	234	579	1,532	34	14	93	98	26	2,676	49
North Dakota .....	1	5	28	868	7,390	3,739	393	166	34	12,624	40
Ohio .....	338	1,115	3,195	84,401	335	166	748	498	123	90,919	62
Oklahoma .....	26	50	118	1,000	202	175	470	285	43	2,369	53
Oregon .....	16	52	109	424	119	154	718	16,447	217	18,256	68
Pennsylvania .....	833	2,698	8,594	56,772	179	86	508	435	101	70,206	57
Rhode Island .....	197	1,371	5,763	1,465	6	—	19	35	6	8,862	61
South Carolina .....	44	135	267	496	13	12	60	59	17	1,103	42
South Dakota .....	4	16	48	701	759	576	335	145	39	2,623	62
Tennessee .....	61	107	266	1,126	64	30	98	109	24	1,885	36
Texas .....	113	238	547	2,255	337	271	1,270	1,025	236	6,292	44
Utah .....	7	12	52	179	41	45	1,211	827	39	2,413	54
Vermont .....	100	455	11,064	895	6	5	21	28	2	12,576	15
Virginia .....	239	616	1,474	3,503	77	28	140	207	27	6,311	52
Washington .....	12	66	158	703	244	272	1,654	78,942	325	82,376	43
West Virginia .....	21	69	172	2,648	11	9	34	34	5	3,003	56
Wisconsin .....	51	171	624	13,781	1,075	513	714	381	87	17,397	55
Wyoming .....	1	9	15	112	43	123	460	201	34	998	60
<b>Total U.S. ....</b>	<b>12,018</b>	<b>73,678</b>	<b>183,951</b>	<b>591,159</b>	<b>26,043</b>	<b>14,549</b>	<b>31,080</b>	<b>143,217</b>	<b>3,738</b>	<b>1,081,433</b>	<b>43</b>
<b>Other Countries<sup>4</sup> .....</b>	<b>22</b>	<b>41</b>	<b>319</b>	<b>503</b>	<b>86</b>	<b>109</b>	<b>720</b>	<b>1,757</b>	<b>4,944</b>	<b>8,501</b>	<b>81</b>
<b>Grand Total .....</b>	<b>12,040</b>	<b>73,719</b>	<b>186,270</b>	<b>591,662</b>	<b>26,129</b>	<b>14,658</b>	<b>31,800</b>	<b>144,974</b>	<b>8,682</b>	<b>1,089,934</b>	<b>43</b>
Long-term visits <sup>3</sup> ..... %	98	37	46	40	50	64	69	50	91	43	—

<sup>1</sup> Exclusive of commuters, summer residents and locals.

<sup>2</sup> Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from other countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

<sup>3</sup> Long-term visits as percentage of long and short-term visits.

<sup>4</sup> Other Countries comprise: Alaska 7,415, Argentina 2, Australia 5, Bahamas 23, Belgium 6, Bermuda 7, Brazil 4, Bolivia 1, British Malaya 1, China 1, Costa Rica 4, Cuba 99, Denmark 11, England 160, France 44, French West Africa 1, Germany 139, Greece 2, Guam 4, Guatemala 5, Haiti 4, Hawaiian Islands 236, Hong Kong 1, Indo-China 1, Indonesia 1, Iraq 1, Italy 14, Japan 31, Java 2, Mexico 106, Morocco 2, Netherlands 33, Netherlands Antilles 20, New Zealand 10, Nicaragua 1, Nigeria 1, Norway 2, Panama Canal Zone 49, Philippines 1, Peru 1, Puerto Rico 2, St. Pierre and Miquelon 4, Scotland 1, South Africa 4, Southern Rhodesia 1, Spain 1, Sweden 7, Switzerland 15, Turkey 3, Venezuela 5, Virgin Islands 2, West Indies Federation 5.

**TABLE 6. Number of Non-Resident Automobiles Travelling in Canada on Customs Permits Which Departed in the Years 1954-1958 (Classified by Selected U.S. Federal States of Registration)**

State of origin	1954	1955	1956	1957	1958
<b>North Eastern .....</b>	<b>1,097,044</b>	<b>1,132,735</b>	<b>1,149,815</b>	<b>1,182,090</b>	<b>1,195,536</b>
Connecticut .....	46,860	47,196	49,450	51,160	49,929
Maine .....	111,796	114,649	121,187	122,579	148,907
Massachusetts .....	104,806	107,760	109,665	110,349	108,858
New Hampshire .....	28,865	30,150	32,414	32,820	33,157
New Jersey .....	60,342	62,828	63,369	65,855	64,412
New York .....	517,998	543,086	548,690	565,949	565,330
Pennsylvania .....	121,739	122,597	117,496	128,194	124,028
Rhode Island .....	15,136	15,637	15,351	15,024	14,431
Vermont .....	89,502	88,832	92,193	90,160	86,584
<b>% of Total .....</b>	<b>45.2</b>	<b>45.3</b>	<b>46.6</b>	<b>47.1</b>	<b>47.3</b>
<b>Great Lakes .....</b>	<b>772,012</b>	<b>791,755</b>	<b>749,770</b>	<b>743,926</b>	<b>732,166</b>
Illinois .....	78,549	77,559	71,665	69,333	66,885
Indiana .....	34,443	34,376	32,392	31,112	29,918
Michigan .....	477,874	494,204	468,587	460,830	457,983
Ohio .....	150,088	153,239	145,713	152,107	145,673
Wisconsin .....	31,058	32,377	31,413	30,544	31,707
<b>% of Total .....</b>	<b>31.8</b>	<b>31.7</b>	<b>30.4</b>	<b>29.7</b>	<b>29.0</b>
<b>North Western .....</b>	<b>94,702</b>	<b>97,346</b>	<b>98,114</b>	<b>103,524</b>	<b>111,932</b>
Minnesota .....	49,658	52,711	52,170	54,328	57,739
Montana .....	19,100	19,486	21,271	21,330	22,388
North Dakota .....	25,944	25,149	24,673	27,866	31,805
<b>% of Total .....</b>	<b>3.9</b>	<b>3.9</b>	<b>4.0</b>	<b>4.1</b>	<b>4.4</b>
<b>West Coast .....</b>	<b>270,463</b>	<b>275,628</b>	<b>278,076</b>	<b>281,619</b>	<b>288,323</b>
California .....	69,434	67,470	67,730	70,898	69,567
Oregon .....	26,295	28,153	28,506	28,122	26,912
Washington .....	174,734	180,005	181,840	182,599	191,844
<b>% of Total .....</b>	<b>11.2</b>	<b>11.0</b>	<b>11.2</b>	<b>11.2</b>	<b>11.4</b>
<b>Other (Remaining States and Foreign Countries) .....</b>	<b>192,619</b>	<b>200,924</b>	<b>193,856</b>	<b>198,461</b>	<b>199,616</b>
<b>% of Total .....</b>	<b>7.9</b>	<b>8.0</b>	<b>7.8</b>	<b>7.9</b>	<b>7.9</b>
<b>Total .....</b>	<b>2,426,840</b>	<b>2,498,388</b>	<b>2,469,631</b>	<b>2,509,620</b>	<b>2,527,573</b>

**TABLE 7. Average Expenditure Per Car Declared by Non-Resident Permit-Holding Motorists<sup>1</sup> by Selected U.S. Federal States of Registration, 1954-1958**

State of registration	Average declared expenditure per car				
	1954	1955	1956	1957	1958
<b>North Eastern:</b>					
Connecticut .....	67. 74	68. 86	72. 58	71. 26	69. 77
Maine .....	23. 21	24. 85	26. 18	25. 75	23. 48
Massachusetts .....	80. 90	81. 34	85. 38	82. 64	82. 84
New Hampshire .....	43. 83	44. 07	45. 70	42. 88	51. 95
New Jersey .....	91. 22	91. 08	97. 30	93. 35	95. 73
New York .....	51. 76	52. 62	52. 78	53. 62	51. 98
Pennsylvania .....	77. 84	78. 49	78. 83	75. 23	75. 46
Rhode Island .....	67. 63	70. 91	71. 52	72. 83	70. 58
Vermont .....	13. 75	15. 45	15. 69	15. 29	16. 73
<b>Great Lakes:</b>					
Illinois .....	69. 32	84. 76	90. 74	89. 13	94. 34
Indiana .....	61. 65	70. 39	72. 84	70. 43	75. 30
Michigan .....	30. 87	28. 44	31. 85	31. 91	30. 80
Ohio .....	79. 40	80. 45	80. 47	76. 33	74. 98
Wisconsin .....	67. 57	77. 41	79. 92	82. 01	84. 65
<b>North Western:</b>					
Minnesota .....	59. 07	64. 78	68. 13	68. 93	81. 75
Montana .....	61. 20	60. 84	58. 77	58. 70	59. 80
North Dakota .....	42. 54	42. 81	44. 31	42. 59	43. 92
<b>West Coast:</b>					
California .....	103. 41	107. 47	108. 68	107. 16	110. 12
Oregon .....	97. 22	95. 56	97. 47	97. 10	99. 19
Washington .....	52. 93	51. 87	52. 95	53. 22	52. 73
<b>Other:</b>					
Remaining States and Foreign Countries .....	85. 45	89. 36	92. 27	95. 38	99. 48

<sup>1</sup> Including commuters, summer residents and locals.

**TABLE 8. Number and Expenditures of Canadian Automobiles Returning to Canada in 1958,  
Classified by Length of Visit**

Days stay	Number of cars	% of total cars	Average expenditure per car	Estimated expenditures	% of total expend- itures	Number of car days	Average expenditure per car per day
			\$	\$			\$
1.....	6,500,198	82.55	4.78	31,088,759	14.48	6,500,198	4.78
2 <sup>1</sup> .....	323,994	4.11	31.65	10,255,220	4.78	647,998	15.83
3.....	520,100	6.60	102.90	53,519,858	24.93	1,560,300	34.30
4.....	122,979	1.56	131.30	16,147,117	7.52	491,916	32.82
5.....	66,504	0.84	134.37	8,936,009	4.16	332,520	26.87
6.....	37,738	0.48	167.81	6,332,772	2.95	226,428	27.97
7.....	107,474	1.37	189.51	20,367,465	9.49	752,318	27.07
8.....	17,310	0.22	207.28	3,588,062	1.67	138,480	25.91
9.....	8,881	0.11	218.35	1,939,201	0.90	79,929	24.26
10.....	26,895	0.34	215.36	5,792,049	2.70	268,950	21.54
11.....	5,109	0.06	248.92	1,271,715	0.59	56,199	22.63
12.....	10,057	0.13	242.55	2,439,329	1.14	120,684	20.21
13.....	2,773	0.04	256.13	710,257	0.33	36,049	19.70
14.....	49,722	0.63	278.20	13,846,499	6.45	696,108	19.89
15.....	4,248	0.05	326.46	1,386,812	0.65	63,720	21.76
16.....	2,719	0.04	319.06	867,523	0.41	43,504	19.94
17.....	1,698	0.02	317.05	538,353	0.25	28,866	18.65
18.....	2,896	0.04	340.75	986,835	0.46	52,128	18.93
19.....	752	0.01	456.41	340,210	0.16	14,288	23.81
20.....	1,873	0.02	355.29	665,458	0.31	37,460	17.76
21.....	22,422	0.28	398.80	8,941,995	4.17	470,862	18.99
22.....	434	0.01	453.82	196,960	0.09	9,548	20.63
23.....	446	0.01	499.15	222,621	0.09	10,258	21.70
24.....	671	0.01	395.36	265,287	0.12	16,104	16.47
25.....	656	0.01	475.32	311,810	0.15	16,400	19.01
26.....	297	—	413.03	122,670	0.06	7,722	15.89
27.....	120	—	402.28	48,274	0.02	3,240	14.90
28.....	3,659	0.05	484.29	1,772,021	0.83	102,452	17.30
29.....	99	—	417.34	41,317	0.02	2,871	14.39
30-39.....	11,829	0.15	510.58	6,039,664	2.81	365,230	16.54
40-49.....	4,612	0.06	580.74	2,678,382	1.25	203,165	13.16
50-59.....	720	0.01	786.10	565,989	0.26	39,910	14.18
60-69.....	5,746	0.07	667.14	3,833,395	1.79	346,386	11.07
70-79.....	1,098	0.01	763.82	838,675	0.39	80,803	10.38
80-89.....	104	—	1,021.36	106,221	0.05	8,696	12.21
90-99.....	3,500	0.05	864.98	3,027,445	1.41	316,297	9.57
100-119.....	432	0.01	905.78	391,297	0.18	45,864	8.53
120-139.....	1,620	0.02	938.18	1,519,853	0.71	197,464	7.70
140-169.....	766	0.01	1,160.50	888,942	0.41	115,449	7.70
170-199.....	745	0.01	1,379.02	1,027,368	0.48	134,100	7.66
200-over.....	557	0.01	1,448.59	806,862	0.38	164,167	4.91
<b>Total</b> .....	<b>7,874,453</b>	<b>100.00</b>	<b>27.26</b>	<b>214,666,551</b>	<b>100.00</b>	<b>14,805,031</b>	<b>14.50</b>
Average length of stay .....						per car 1.88	

<sup>1</sup> Includes vehicles staying more than 24 hours and less than 48 hours.

**TABLE 8A. Number of and Average Expenditure Per Day by Canadian Motorists  
Returning to Canada in 1958, Classified by Length of Visit**

Days stay	Average persons per car	Number of persons	Number of person-days	Average expenditure per person per day
				\$
1 .....	2.78	18,043,655	18,043,655	1.72
2 <sup>1</sup> .....	2.99	967,154	1,934,308	5.30
3 .....	3.04	1,582,946	4,748,838	11.27
4 .....	2.87	353,557	1,414,228	11.41
5 .....	3.11	206,581	1,032,905	8.65
6 .....	3.09	116,755	700,530	9.04
7 .....	3.10	332,987	2,330,909	8.74
8 .....	3.11	53,843	430,744	8.33
9 .....	3.18	28,236	254,124	7.63
10 .....	2.93	78,797	787,970	7.35
11 .....	2.99	15,251	167,761	7.58
12 .....	3.00	30,157	361,884	6.74
13 .....	3.13	8,670	112,710	6.30
14 .....	3.06	151,980	2,127,720	6.51
15 .....	3.27	13,870	208,050	6.67
16 .....	2.90	7,874	125,984	6.89
17 .....	2.94	4,988	84,796	6.35
18 .....	2.90	8,410	151,380	6.52
19 .....	3.22	2,419	45,961	7.40
20 .....	3.14	5,879	117,580	5.66
21 .....	2.97	66,653	1,399,713	6.39
22 .....	2.70	1,172	25,784	7.64
23 .....	2.91	1,299	29,877	7.45
24 .....	2.84	1,907	45,768	5.80
25 .....	2.75	1,807	45,175	6.90
26 .....	2.39	709	18,434	6.65
27 .....	2.40	288	7,776	6.21
28 .....	3.05	11,153	312,284	5.67
29 .....	2.43	241	6,989	5.91
30 - 39 .....	2.74	32,414	1,000,944	6.03
40 - 49 .....	2.72	12,525	551,726	4.85
50 - 59 .....	3.18	2,291	126,990	4.46
60 - 69 .....	2.77	15,934	960,502	3.99
70 - 79 .....	2.65	2,915	214,515	3.91
80 - 89 .....	2.60	270	22,577	4.70
90 - 99 .....	2.52	8,827	797,696	3.80
100 - 119 .....	2.31	996	105,745	3.70
120 - 139 .....	2.32	3,759	458,185	3.32
140 - 169 .....	2.40	1,841	277,476	3.20
170 - 199 .....	2.50	1,865	335,700	3.06
200 - over .....	2.54	1,416	417,338	1.93
<b>Total .....</b>	<b>2.82</b>	<b>22,184,291</b>	<b>42,343,231</b>	<b>5.07</b>
Average length of stay .....			per person 1.91	

<sup>1</sup> Includes vehicles staying more than 24 hours and less than 48 hours.

**TABLE 9. Number of Canadian Automobiles Returning to Canada in 1958, Classified by Length of Visit, by Province of Re-Entry into Canada**

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	B.C. and Y.T.
1 .....	1,511,881	1,074,435	2,951,955	137,819	82,370	44,168	697,570
2 <sup>1</sup> .....	67,193	95,734	91,580	13,005	5,299	4,675	46,508
3 .....	31,759	111,027	203,179	32,841	14,817	19,167	107,310
4 .....	12,072	35,319	42,770	7,091	2,736	5,042	17,949
5 .....	8,659	21,484	18,084	3,610	1,811	2,661	10,195
6 .....	4,732	10,221	11,078	2,091	1,059	1,895	6,662
7 .....	10,737	40,207	34,536	4,716	976	2,720	13,582
8 .....	2,147	4,710	5,630	676	601	1,005	2,541
9 .....	1,158	2,060	2,889	428	390	478	1,478
10 .....	2,802	7,934	9,165	1,217	512	1,107	4,158
11 .....	530	1,317	1,389	260	253	317	1,043
12 .....	1,430	2,043	4,177	347	296	271	1,493
13 .....	462	789	372	141	157	162	690
14 .....	2,209	14,482	18,696	2,596	711	1,621	9,407
15 .....	270	2,308	619	108	131	179	633
16 .....	308	521	986	186	64	204	450
17 .....	229	436	459	117	82	60	315
18 .....	133	738	846	93	83	210	793
19 .....	61	166	207	35	47	36	200
20 .....	125	433	543	48	69	194	461
21 .....	693	6,402	9,063	1,542	416	747	3,559
22 .....	13	100	206	10	26	37	42
23 .....	17	79	87	44	35	49	135
24 .....	11	121	260	69	13	71	126
25 .....	30	128	280	—	21	48	149
26 .....	52	45	108	—	18	—	74
27 .....	13	14	31	10	8	13	31
28 .....	242	1,208	1,601	106	39	57	406
29 .....	17	14	40	—	18	—	10
30 - 39 .....	581	2,874	4,877	695	353	455	1,994
40 - 49 .....	140	1,493	1,753	228	97	179	722
50 - 59 .....	—	318	246	25	21	13	97
60 - 69 .....	190	1,859	2,031	356	170	347	793
70 - 79 .....	13	170	379	111	69	150	206
80 - 89 .....	—	66	20	10	8	—	—
90 - 99 .....	153	630	1,390	350	175	271	531
100 - 119 .....	13	38	207	21	33	48	72
120 - 139 .....	62	209	683	74	135	96	361
140 - 169 .....	—	59	261	53	106	59	228
170 - 199 .....	9	73	362	21	—	38	242
200 - over .....	—	112	234	56	56	36	63
<b>Total .....</b>	<b>1,661,146</b>	<b>1,442,376</b>	<b>3,423,279</b>	<b>211,206</b>	<b>114,281</b>	<b>88,886</b>	<b>933,279</b>

<sup>1</sup> Includes vehicles staying more than 24 hours and less than 48 hours.

**TABLE 10. Number and Expenditures of Canadian Travellers Returning to Canada via Rail in 1958, Classified by Length of Visit**

Days stay	Number of persons	% of total persons	Average expenditure per person	Estimated expenditures	% of total expenditures	Number of person - days	Average expenditure per person per day
			\$	\$			\$
1 .....	8,406	2.07	40.95	344,257	0.61	8,406	40.95
2 .....	45,088	11.12	66.98	3,020,079	5.36	90,176	33.49
3 .....	72,695	17.93	76.34	5,503,383	9.76	218,085	25.24
4 .....	45,665	11.26	94.16	4,299,772	7.63	182,660	23.54
5 .....	33,519	8.27	108.09	3,623,066	6.43	167,595	21.62
6 .....	19,842	4.89	115.82	2,298,166	4.08	119,052	19.30
7 .....	26,384	6.51	112.10	2,957,531	5.25	184,688	16.01
8 .....	16,276	4.02	116.96	1,903,564	3.38	130,208	14.62
9 .....	8,161	2.01	120.27	981,560	1.74	73,449	13.36
10 .....	21,653	5.34	120.67	2,612,813	4.64	216,530	12.07
11 .....	3,672	0.91	148.59	545,640	0.97	40,392	13.51
12 .....	9,863	2.43	155.67	1,535,362	2.72	118,356	12.97
13 .....	3,413	0.84	167.44	571,473	1.01	44,369	12.88
14 .....	17,827	4.40	190.55	3,396,931	6.03	249,578	13.61
15 .....	5,502	1.36	183.81	1,011,320	1.79	82,530	12.25
16 .....	4,685	1.16	224.37	1,051,195	1.86	74,960	14.02
17 .....	3,295	0.81	229.06	754,739	1.34	56,015	13.47
18 .....	3,834	0.94	200.74	769,622	1.37	69,012	11.15
19 .....	2,057	0.51	201.10	413,671	0.73	39,083	10.58
20 .....	3,964	0.98	223.79	887,091	1.57	79,280	11.19
21 .....	7,612	1.88	206.68	1,573,230	2.79	159,852	9.84
22 .....	2,033	0.50	257.33	523,160	0.93	44,726	11.70
23 .....	1,524	0.38	276.47	421,347	0.75	35,052	12.02
24 .....	1,449	0.36	270.83	392,439	0.70	34,776	11.28
25 .....	1,279	0.32	281.86	360,498	0.64	31,975	11.27
26 .....	967	0.24	383.93	371,256	0.66	25,142	14.77
27 .....	1,063	0.26	272.32	289,476	0.51	28,701	10.09
28 .....	2,652	0.65	259.78	688,925	1.22	74,256	9.28
29 .....	582	0.14	287.40	167,264	0.30	16,878	9.91
30-39 .....	11,496	2.84	283.44	3,258,411	5.78	368,273	8.85
40-49 .....	4,851	1.20	397.22	1,926,925	3.42	211,609	9.11
50-59 .....	1,774	0.44	404.10	716,882	1.27	95,004	7.55
60-69 .....	3,243	0.80	358.51	1,162,663	2.06	201,054	5.78
70-79 .....	1,193	0.29	460.04	548,833	0.97	89,140	6.16
80-89 .....	980	0.24	508.85	498,669	0.88	81,684	6.10
90-99 .....	2,067	0.51	664.24	1,372,992	2.44	189,446	7.25
100-119 .....	891	0.22	609.98	543,489	0.96	95,279	5.70
120-139 .....	1,019	0.25	619.40	631,165	1.12	126,413	4.99
140-169 .....	995	0.25	659.09	655,794	1.16	151,049	4.34
170-199 .....	1,186	0.29	654.98	776,806	1.38	212,076	3.66
200-over .....	723	0.18	1,392.21	1,006,571	1.79	192,802	5.22
<b>Total .....</b>	<b>405,380</b>	<b>100.00</b>	<b>139.05</b>	<b>56,368,030</b>	<b>100.00</b>	<b>4,709,611</b>	<b>11.97</b>

**TABLE 11. Number and Expenditures of Canadian Travellers Returning to Canada via Bus in 1958,  
Classified by Length of Visit**

Days stay	Number of persons	% of total persons	Average expenditure per person	Estimated expenditures	% of total expend- itures	Number of person-days	Average expenditure per person per day
			\$	\$			\$
1 .....	20,412	4.69	7.32	149,472	0.35	20,412	7.32
2 .....	65,947	15.16	47.83	3,154,453	7.48	131,894	23.92
3 .....	72,014	16.54	59.02	4,250,343	10.07	216,042	19.67
4 .....	46,652	10.72	61.36	2,862,743	6.79	186,608	15.34
5 .....	27,219	6.26	78.42	2,134,574	5.06	136,095	15.68
6 .....	20,351	4.68	88.02	1,791,279	4.25	122,106	14.67
7 .....	31,073	7.14	90.31	2,806,206	6.65	217,511	12.90
8 .....	14,629	3.36	92.56	1,354,132	3.21	117,032	11.57
9 .....	7,156	1.64	99.68	713,282	1.69	64,404	11.08
10 .....	20,753	4.77	110.62	2,295,600	5.44	207,530	11.06
11 .....	3,215	0.74	129.29	415,679	0.98	35,365	11.75
12 .....	9,576	2.20	133.87	1,281,968	3.04	114,912	11.16
13 .....	3,453	0.79	139.28	480,919	1.14	44,889	10.71
14 .....	23,669	5.44	136.69	3,235,214	7.67	331,366	9.76
15 .....	10,026	2.30	145.60	1,459,835	3.46	150,390	9.71
16 .....	4,464	1.03	175.82	784,859	1.86	71,424	10.99
17 .....	2,263	0.52	171.63	388,399	0.92	38,471	10.10
18 .....	3,305	0.76	138.45	457,581	1.08	59,490	7.69
19 .....	1,372	0.32	176.10	241,610	0.57	26,068	9.27
20 .....	2,995	0.69	174.58	522,878	1.24	59,900	8.73
21 .....	8,843	2.03	171.51	1,516,687	3.60	185,703	8.17
22 .....	1,122	0.26	235.27	263,970	0.63	24,684	10.69
23 .....	1,806	0.42	235.66	425,593	1.01	41,538	10.25
24 .....	1,205	0.28	171.34	206,460	0.49	28,920	7.14
25 .....	923	0.21	151.86	140,165	0.33	23,075	6.07
26 .....	694	0.16	215.93	149,857	0.35	18,044	8.31
27 .....	658	0.15	203.70	134,032	0.32	17,766	7.54
28 .....	1,983	0.46	210.66	417,731	0.99	55,524	7.52
29 .....	689	0.16	213.03	146,776	0.35	19,981	7.35
30- 39 .....	10,035	2.31	206.34	2,070,627	4.91	322,425	6.42
40- 49 .....	4,273	0.98	227.55	972,317	2.30	183,914	5.29
50- 59 .....	1,621	0.37	289.20	468,786	1.11	87,588	5.35
60- 69 .....	3,045	0.70	349.03	1,062,802	2.52	186,405	5.70
70- 79 .....	1,023	0.24	270.44	276,657	0.66	74,929	3.69
80- 89 .....	962	0.22	253.29	243,661	0.58	81,523	2.99
90- 99 .....	1,921	0.44	361.49	694,426	1.65	176,099	3.94
100-119 .....	962	0.22	483.69	465,306	1.10	102,343	4.55
120-139 .....	965	0.22	588.24	567,647	1.34	118,769	4.78
140-169 .....	833	0.19	491.32	409,267	0.97	124,396	3.29
170-199 .....	607	0.14	748.24	454,181	1.08	110,075	4.13
200-over .....	394	0.09	813.06	320,347	0.76	103,205	3.10
<b>Total .....</b>	<b>435,108</b>	<b>100.00</b>	<b>96.96</b>	<b>42,188,321</b>	<b>100.00</b>	<b>4,438,815</b>	<b>9.50</b>

**TABLE 12. Number and Expenditures of Canadian Travellers Returning to Canada via Plane in 1958, Classified by Length of Visit**

Days stay	Number of persons	% of total persons	Average expenditure per person	Estimated expenditures	% of total expenditures	Number of person-days	Average expenditure per person per day
			\$	\$			\$
1 .....	12,408	3.44	52.18	647,504	0.84	12,408	52.18
2 .....	36,525	10.12	84.82	3,098,135	4.02	73,050	42.41
3 .....	41,825	11.58	104.95	4,389,590	5.70	125,475	34.98
4 .....	42,141	11.67	129.75	5,467,646	7.09	168,564	32.44
5 .....	30,750	8.52	153.65	4,724,690	6.13	153,750	30.73
6 .....	18,335	5.08	174.81	3,205,165	4.16	110,010	29.14
7 .....	22,015	6.10	185.14	4,075,955	5.29	154,105	26.45
8 .....	11,104	3.08	205.68	2,283,833	2.96	88,832	25.71
9 .....	5,926	1.64	205.79	1,219,535	1.58	53,334	22.87
10 .....	17,020	4.71	228.14	3,882,991	5.04	170,200	22.81
11 .....	4,212	1.17	225.31	949,005	1.23	46,332	20.48
12 .....	8,038	2.23	248.51	1,997,551	2.59	96,456	20.71
13 .....	4,674	1.29	252.07	1,178,181	1.53	60,762	19.39
14 .....	21,972	6.08	264.27	5,806,460	7.53	307,608	18.88
15 .....	9,412	2.61	267.60	2,518,633	3.27	141,180	17.84
16 .....	5,493	1.52	272.31	1,495,792	1.94	87,888	17.02
17 .....	3,889	1.08	309.34	1,203,017	1.56	66,113	18.20
18 .....	4,958	1.37	329.68	1,634,534	2.12	89,244	18.32
19 .....	2,437	0.68	342.67	835,092	1.08	46,303	18.04
20 .....	4,455	1.23	361.82	1,611,904	2.09	89,100	18.09
21 .....	11,560	3.20	360.56	4,168,101	5.41	242,760	17.17
22 .....	1,923	0.53	373.41	718,062	0.93	42,306	16.97
23 .....	1,826	0.50	425.67	777,273	1.01	41,998	18.51
24 .....	1,098	0.30	345.84	379,727	0.49	26,352	14.41
25 .....	1,723	0.48	348.57	600,593	0.78	43,075	13.94
26 .....	1,181	0.33	446.24	527,013	0.68	30,706	17.16
27 .....	999	0.28	369.33	368,964	0.48	26,973	13.68
28 .....	4,488	1.24	416.46	1,869,090	2.43	125,664	14.87
29 .....	634	0.18	373.57	236,846	0.31	18,386	12.88
30- 39 .....	13,505	3.74	396.34	5,352,606	6.94	429,034	12.48
40- 49 .....	3,936	1.09	497.11	1,956,613	2.54	172,096	11.37
50- 59 .....	1,825	0.51	539.92	985,347	1.28	97,706	10.08
60- 69 .....	2,582	0.72	657.01	1,696,390	2.20	159,002	10.67
70- 79 .....	1,384	0.38	592.90	820,573	1.06	101,049	8.12
80- 89 .....	466	0.13	895.68	417,388	0.54	38,918	10.72
90- 99 .....	1,389	0.38	742.26	1,031,005	1.34	126,446	8.15
100- 119 .....	378	0.10	807.97	305,414	0.40	40,066	7.62
120- 139 .....	1,021	0.28	847.59	865,389	1.12	125,873	6.88
140- 169 .....	378	0.10	1,122.53	424,317	0.55	56,851	7.46
170- 199 .....	557	0.15	959.27	534,311	0.69	100,412	5.32
200- over .....	664	0.18	1,243.27	825,529	1.07	173,284	4.76
<b>Total .....</b>	<b>381,106</b>	<b>100.00</b>	<b>213.06</b>	<b>77,085,764</b>	<b>100.00</b>	<b>4,359,671</b>	<b>17.68</b>

**TABLE 13. State of Destination Reported by Canadians, Special Survey, 1958**  
 Percentage of Persons Reporting Visits of 48 Hours or Over

State of destination	Calendar year	First quarter	Second quarter	Third quarter	Fourth quarter
	per cent				
New York .....	25.69	24.02	25.05	24.20	29.41
Washington .....	11.73	10.43	10.10	12.96	12.26
Florida .....	10.71	23.61	19.30	3.41	4.91
Michigan .....	9.80	6.91	7.87	9.95	13.18
California .....	5.38	7.10	6.87	4.19	4.63
Massachusetts .....	5.06	3.92	4.24	6.35	4.73
Minnesota .....	3.22	2.12	2.64	3.74	3.71
Ohio .....	2.90	2.76	2.34	3.33	2.88
Maine .....	2.82	0.83	1.52	5.03	2.19
Illinois .....	2.53	1.52	2.06	2.90	3.09
New Jersey .....	2.16	1.52	1.00	3.58	1.61
Oregon .....	1.90	1.55	1.75	2.34	1.67
Pennsylvania .....	1.89	2.21	1.70	2.07	1.57
Vermont .....	1.67	0.61	1.16	2.03	2.33
North Dakota .....	1.46	1.10	0.89	1.88	1.58
Dist. of Columbia .....	1.10	0.89	1.08	1.23	1.07
Montana .....	0.82	0.42	0.57	1.14	0.87
Connecticut .....	0.77	0.56	0.83	0.81	0.79
New Hampshire .....	0.77	0.25	0.56	1.24	0.64
Virginia .....	0.75	0.50	0.68	0.87	0.82
Idaho .....	0.66	0.45	0.32	1.03	0.57
Indiana .....	0.65	0.59	0.78	0.67	0.57
Texas .....	0.58	0.97	1.06	0.22	0.40
Arizona .....	0.57	1.10	1.15	0.13	0.33
Wisconsin .....	0.49	0.31	0.24	0.75	0.45
Rhode Island .....	0.42	0.27	0.42	0.51	0.38
Missouri .....	0.40	0.31	0.55	0.35	0.40
Maryland .....	0.26	0.22	0.35	0.28	0.19
Louisiana .....	0.24	0.54	0.22	0.11	0.25
Colorado .....	0.22	0.03	0.23	0.30	0.23
Kentucky .....	0.21	0.14	0.27	0.28	0.11
Tennessee .....	0.21	0.34	0.13	0.20	0.21
Nevada .....	0.19	0.15	0.23	0.12	0.28
North Carolina .....	0.18	0.14	0.29	0.16	0.13
South Carolina .....	0.17	0.14	0.31	0.10	0.18
Iowa .....	0.16	0.06	0.19	0.11	0.28
Utah .....	0.16	0.22	0.09	0.17	0.16
Wyoming .....	0.15	0.04	0.07	0.28	0.13
Georgia .....	0.14	0.10	0.19	0.10	0.19
South Dakota .....	0.12	0.10	0.07	0.18	0.08
West Virginia .....	0.12	0.09	0.12	0.17	0.07
Alaska .....	0.11	0.17	0.04	0.16	0.04
Kansas .....	0.08	0.20	0.11	0.06	0.02
Oklahoma .....	0.08	0.08	0.13	0.05	0.08
Delaware .....	0.07	0.03	0.05	0.05	0.14
Nebraska .....	0.07	0.11	—	0.09	0.08
New Mexico .....	0.05	0.08	0.04	0.06	0.04
Alabama .....	0.04	0.08	0.05	0.01	0.04
Arkansas .....	0.04	0.06	0.07	0.02	0.02
Mississippi .....	0.03	0.05	0.02	0.03	0.01
<b>Total .....</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>

**TABLE 14. State of Destination Reported by Canadians by Province of Re-Entry into Canada  
Special Survey, 1958**

Percentage of Persons Reporting Visits of 48 Hours or Over

State of destination	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	B.C. and Y.T.	Canada
	per cent							
Alabama .....	—	—	0.07	—	—	—	0.03	0.04
Arizona .....	0.10	0.03	0.32	1.09	—	7.82	1.33	0.57
Arkansas .....	—	0.02	0.07	—	—	—	0.01	0.04
California .....	1.45	1.33	2.62	5.09	2.44	9.45	18.06	5.38
Colorado .....	0.30	0.04	0.22	0.69	—	1.46	0.17	0.22
Connecticut .....	1.65	1.96	0.61	0.03	—	—	0.01	0.77
Delaware .....	0.05	0.13	0.07	—	—	0.16	0.01	0.07
Dist. of Columbia .....	0.50	1.77	1.30	0.84	—	0.33	0.09	1.10
Florida .....	6.36	11.93	15.49	4.31	2.17	1.14	0.26	10.71
Georgia .....	0.15	0.13	0.20	0.12	—	—	0.02	0.14
Idaho .....	—	—	0.04	—	1.08	3.42	3.22	0.66
Illinois .....	0.85	0.58	3.82	5.85	2.17	2.60	0.39	2.53
Indiana .....	0.15	0.06	1.13	0.90	0.54	0.16	0.06	0.65
Iowa .....	—	—	0.19	0.75	0.81	0.49	0.05	0.16
Kansas .....	—	—	0.07	0.39	0.54	1.46	0.03	0.08
Kentucky .....	0.05	0.01	0.40	0.03	—	—	0.03	0.21
Louisiana .....	—	0.10	0.37	0.48	—	—	0.07	0.24
Maine .....	25.68	7.19	0.84	0.15	—	—	0.01	2.82
Maryland .....	0.45	0.37	0.31	0.06	1.36	—	0.02	0.26
Massachusetts .....	34.24	12.64	2.45	0.18	—	—	0.15	5.06
Michigan .....	0.45	0.13	17.90	8.41	16.26	4.07	0.85	9.80
Minnesota .....	0.05	0.06	1.28	40.34	8.67	2.12	0.28	3.22
Mississippi .....	—	0.01	0.05	0.03	—	—	—	0.03
Missouri .....	0.20	0.06	0.58	0.97	—	—	0.17	0.40
Montana .....	—	0.01	0.15	0.75	4.07	34.85	1.56	0.82
Nebraska .....	—	—	0.05	0.45	—	0.98	0.05	0.07
Nevada .....	—	0.03	0.05	0.15	0.27	2.44	0.63	0.19
New Hampshire .....	2.40	3.01	0.15	0.06	—	—	—	0.77
New Jersey .....	1.40	5.61	1.90	0.21	—	0.33	0.06	2.16
New Mexico .....	—	—	0.06	0.12	—	0.33	0.08	0.05
New York .....	15.77	38.98	34.05	1.24	0.54	0.33	0.78	25.69
North Carolina .....	0.15	0.15	0.28	—	—	—	0.01	0.18
North Dakota .....	0.35	—	0.31	16.27	37.40	0.98	0.28	1.46
Ohio .....	0.55	0.44	5.41	0.97	2.44	—	0.09	2.90
Oklahoma .....	—	0.03	0.06	0.18	1.63	1.30	0.06	0.08
Oregon .....	0.05	0.01	0.03	0.48	—	0.33	10.07	1.90
Pennsylvania .....	1.10	1.53	3.01	0.27	—	—	0.08	1.89
Rhode Island .....	1.35	1.47	0.13	—	0.81	—	—	0.42
South Carolina .....	0.20	0.22	0.24	0.03	—	—	—	0.17
South Dakota .....	—	—	0.04	1.06	3.79	0.16	0.05	0.12
Tennessee .....	0.05	0.11	0.35	0.21	—	0.33	0.01	0.21
Texas .....	0.40	0.11	0.76	1.39	0.81	2.77	0.22	0.58
Utah .....	—	—	0.08	0.21	—	5.86	0.24	0.16
Vermont .....	2.35	7.45	0.16	—	—	—	—	1.67
Virginia .....	0.50	0.92	1.09	0.06	—	—	0.02	0.75
Washington .....	0.65	1.27	0.37	2.14	9.22	9.77	59.54	11.73
West Virginia .....	0.05	0.05	0.20	0.03	—	—	0.03	0.12
Wisconsin .....	—	0.05	0.59	2.23	2.98	0.33	0.13	0.49
Wyoming .....	—	—	0.08	0.78	—	4.23	0.12	0.15
Alaska .....	—	—	—	—	—	—	0.57	0.11
Total .....	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

**TABLE 15. Balance of Payments on Travel Account Between Canada and Other Countries,  
1926-1958**  
(Net Credits + Net Debits -)

Year	Account with United States			Account with overseas countries <sup>1</sup>			Account with all countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
millions of dollars									
1926 .....	140	70	+ 70	12	29	-17	152	99	+ 53
1927 .....	148	72	+ 76	15	28	-13	163	100	+ 63
1928 .....	163	72	+ 91	14	26	-12	177	98	+ 79
1929 .....	184	81	+103	14	27	-13	198	108	+ 90
1930 .....	167	67	+100	13	25	-12	180	92	+ 88
1931 .....	141	52	+ 89	12	19	- 7	153	71	+ 82
1932 .....	103	30	+ 73	11	19	- 8	114	49	+ 65
1933 .....	81	30	+ 51	8	14	- 6	89	44	+ 45
1934 .....	96	36	+ 60	10	14	- 4	106	50	+ 56
1935 .....	107	48	+ 59	10	16	- 6	117	64	+ 53
1936 .....	129	54	+ 75	13	21	- 8	142	75	+ 67
1937 .....	149	65	+ 84	17	22	- 5	166	87	+ 79
1938 .....	134	66	+ 68	15	20	- 5	149	86	+ 63
1939 .....	137	67	+ 70	12	14	- 2	149	81	+ 68
1940 .....	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941 .....	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942 .....	79	24	+ 55	3	3	-	82	27	+ 55
1943 .....	87	34	+ 53	2	3	- 1	89	37	+ 52
1944 .....	117	57	+ 60	3	3	-	120	60	+ 60
1945 .....	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946 .....	216	130	+ 86	6	6	-	222	136	+ 86
1947 .....	241	152	+ 89	10	15	- 5	251	167	+ 84
1948 .....	267	113	+154	13	22	- 9	280	135	+145
1949 .....	267	165	+102	18	28	-10	285	193	+ 92
1950 .....	260	193	+ 67	15	33	-18	275	226	+ 49
1951 .....	258	246	+ 12	16	34	-18	274	280	- 6
1952 .....	257	294	- 37	18	47	-29	275	341	- 66
1953 .....	282	307	- 25	20	58	-38	302	365	- 63
1954 .....	283	320	- 37	22	69	-47	305	389	- 84
1955 .....	303	363	- 60	25	86	-61	328	449	-121
1956 .....	309	391	- 82	28	107	-79	337	498	-161
1957 .....	325	403	- 78	38	122	-84	363	525	-162
1958 <sup>2</sup> .....	309	413	-104	40	129	-89	349	542	-193

<sup>1</sup> Prior to confederation with Canada in 1949 Newfoundland was classed as an overseas country.

<sup>2</sup> Subject to revision.

**TABLE 16. Number of Foreign Automobiles and Other Vehicles Entering Canada,  
by Province of Entry, 1954 - 1958**

Province of entry	1954	1955	1956	1957	1958
<b>Non-permit class – Local traffic<sup>1</sup></b>					
Atlantic Provinces.....	1,014,429	1,169,151	1,385,993	1,547,776	1,449,720
Quebec.....	315,117	482,534	542,454	594,244	575,956
Ontario.....	3,616,109	3,758,160	3,915,963	3,892,033	3,878,340
Manitoba .....	66,571	72,591	70,890	75,240	79,077
Saskatchewan .....	23,789	31,956	32,420	31,165	29,741
Alberta.....	24,912	39,788	32,069	25,194	22,809
British Columbia .....	120,510	128,583	130,282	120,573	130,909
Yukon Territory .....	1,536	626	995	847	337
<b>Canada<sup>2</sup></b> .....	<b>5,182,973</b>	<b>5,683,389</b>	<b>6,111,066</b>	<b>6,287,072</b>	<b>6,166,889</b>
<b>Travellers' vehicle permits<sup>1</sup></b>					
Atlantic Provinces.....	163,034	166,664	174,698	179,866	216,191
Quebec.....	396,783	405,784	417,826	425,870	407,214
Ontario.....	1,492,378	1,549,942	1,485,360	1,533,842	1,499,740
Manitoba .....	46,499	46,723	45,543	49,178	51,983
Saskatchewan .....	20,863	18,910	20,984	22,334	23,231
Alberta.....	44,894	45,745	47,916	48,770	46,788
British Columbia .....	278,376	283,469	282,926	284,790	292,768
Yukon Territory .....	8,017	7,756	9,191	10,424	9,476
<b>Canada<sup>3</sup></b> .....	<b>2,450,844</b>	<b>2,524,993</b>	<b>2,484,444</b>	<b>2,555,074</b>	<b>2,547,391</b>
<b>Commercial vehicles</b>					
Atlantic Provinces.....	77,259	94,989	110,295	105,709	101,485
Quebec.....	64,008	86,979	120,184	113,524	96,256
Ontario.....	115,928	133,779	156,942	170,975	171,695
Manitoba .....	10,478	12,717	15,008	17,293	23,010
Saskatchewan .....	7,464	6,541	8,502	8,248	11,219
Alberta.....	4,570	7,989	8,773	8,028	8,711
British Columbia .....	22,645	22,234	29,834	34,213	40,641
Yukon Territory .....	1,019	315	1,385	172	83
<b>Canada.....</b>	<b>303,371</b>	<b>365,543</b>	<b>450,923</b>	<b>458,162</b>	<b>453,100</b>

<sup>1</sup> "Non-Permit Class" and Travellers' Vehicle Permits are defined on page 101.<sup>2</sup> Includes 3,915 motorcycles, 33,469 bicycles and 166,333 taxis in 1958.<sup>3</sup> Includes 1,509 motorcycles, 1,955 bicycles and 4,993 other vehicles in 1958.

**TABLE 17. Number of Foreign Automobiles and Other Vehicles Entering Canada,  
by Month of Entry, 1954 - 1958**

Month	1954	1955	1956	1957	1958
<b>Non-permit class — Local traffic<sup>1</sup></b>					
January .....	310,994	270,122	323,125	322,675	339,022
February .....	292,040	242,686	297,624	317,949	287,370
March .....	315,682	269,088	328,989	377,850	363,894
April .....	330,137	385,694	425,938	441,457	466,855
May .....	446,968	501,979	511,769	539,002	559,676
June .....	526,387	584,817	628,224	662,472	624,144
July .....	799,426	921,522	881,774	900,959	893,335
August .....	720,499	798,819	844,405	905,627	899,473
September .....	471,970	545,478	601,759	564,815	525,934
October .....	375,033	459,144	481,999	467,680	461,866
November .....	308,980	352,799	395,344	403,714	389,134
December .....	284,857	351,241	390,116	382,872	356,186
<b>Total<sup>2</sup> .....</b>	<b>5,182,973</b>	<b>5,683,389</b>	<b>6,111,066</b>	<b>6,287,072</b>	<b>6,166,889</b>
<b>Travellers' vehicle permits<sup>1</sup></b>					
January .....	48,736	57,451	56,076	48,336	59,017
February .....	59,617	52,332	55,175	61,018	52,592
March .....	67,218	67,071	75,823	85,669	78,606
April .....	107,022	118,786	105,632	117,229	122,623
May .....	194,685	200,671	162,388	185,817	202,419
June .....	275,154	289,577	320,390	329,904	306,829
July .....	562,223	582,036	541,715	543,995	527,808
August .....	515,149	515,078	526,738	574,926	587,647
September .....	289,904	309,446	295,853	269,367	251,968
October .....	162,213	167,563	164,666	152,653	171,469
November .....	96,945	91,190	101,587	101,577	107,864
December .....	71,978	73,792	78,401	84,583	78,549
<b>Total<sup>3</sup> .....</b>	<b>2,450,844</b>	<b>2,524,993</b>	<b>2,484,444</b>	<b>2,555,074</b>	<b>2,547,391</b>
<b>Commercial vehicles</b>					
January .....	28,677	29,614	38,264	41,403	39,187
February .....	28,309	28,612	37,416	40,525	35,049
March .....	32,494	29,730	37,839	41,080	39,079
April .....	21,185	26,682	32,958	32,712	34,129
May .....	22,652	29,597	36,927	38,131	38,563
June .....	24,224	30,768	38,423	37,676	39,251
July .....	23,994	29,356	35,997	39,278	41,833
August .....	22,815	31,614	40,019	38,387	35,623
September .....	23,148	30,004	36,079	35,355	35,105
October .....	24,178	30,214	41,486	38,316	38,944
November .....	24,589	31,869	38,244	37,123	35,636
December .....	27,106	37,483	37,271	38,176	40,701
<b>Total .....</b>	<b>303,371</b>	<b>365,543</b>	<b>450,923</b>	<b>458,162</b>	<b>453,100</b>

<sup>1</sup> "Non-Permit Class" and Travellers' Vehicle Permits are defined on page 101.

<sup>2</sup> Includes 3,915 motorcycles, 33,469 bicycles and 166,333 taxis in 1958.

<sup>3</sup> Includes 1,509 motorcycles, 1,955 bicycles and 4,993 other vehicles in 1958.

**TABLE 18. Number of Foreign Travellers Entering Canada from the United States, by Province of Entry, 1954 - 1958**

Province of entry	1954	1955	1956	1957	1958
<b>(a) Rail<sup>1</sup></b>					
Atlantic Provinces .....	12,433	13,421	12,476	9,881	9,213
Quebec .....	135,830	130,393	121,803	114,742	104,275
Ontario .....	195,556	213,871	183,634	168,527	147,621
Manitoba .....	18,006	22,877	20,482	18,708	17,685
Saskatchewan .....	12,183	11,198	9,329	8,349	6,710
Alberta .....	1,611	1,571	1,580	1,570	1,763
British Columbia .....	48,121	47,241	43,254	44,275	48,130
Yukon Territory .....	8,467	6,856	9,814	10,085	7,464
<b>Canada .....</b>	<b>432,207</b>	<b>447,428</b>	<b>402,372</b>	<b>376,137</b>	<b>342,861</b>
<b>(b) Boat</b>					
Atlantic Provinces .....	19,486	6,809	4,495	4,223	4,832
Quebec .....	3,304	4,773	3,750	5,607	5,734
Ontario .....	193,982	242,866	243,682	258,139	221,443
Manitoba .....	—	—	—	—	—
Saskatchewan .....	—	—	—	—	—
Alberta .....	—	—	—	—	—
British Columbia .....	130,102	115,147	147,547	150,448	99,864
Yukon Territory .....	3	—	2	9	4
<b>Canada .....</b>	<b>346,877</b>	<b>369,595</b>	<b>399,476</b>	<b>418,426</b>	<b>331,877</b>
<b>(c) Bus<sup>2</sup></b>					
Atlantic Provinces .....	8,822	10,260	8,072	8,329	7,523
Quebec .....	41,997	47,153	51,158	59,408	63,839
Ontario .....	239,042	239,086	233,930	255,830	245,161
Manitoba .....	5,801	6,687	6,643	7,185	6,922
Saskatchewan .....	199	879	645	168	167
Alberta .....	3,060	3,265	3,132	6,760	7,180
British Columbia .....	36,218	32,421	34,912	37,551	38,294
Yukon Territory .....	57	246	432	—	915
<b>Canada .....</b>	<b>335,196</b>	<b>339,997</b>	<b>338,924</b>	<b>375,231</b>	<b>370,001</b>
<b>(d) Aeroplane</b>					
Atlantic Provinces .....	10,861	13,164	13,032	15,176	15,400
Quebec .....	63,764	77,688	81,309	89,957	92,360
Ontario .....	94,831	118,268	135,075	150,185	156,028
Manitoba .....	10,959	11,909	12,278	15,009	16,303
Saskatchewan .....	1,278	1,465	1,717	1,814	2,608
Alberta .....	11,762	13,237	13,658	19,807	14,617
British Columbia .....	36,662	42,044	46,598	50,206	61,326
Yukon Territory <sup>3</sup> .....	8,351	10,723	11,051	10,487	9,395
<b>Canada .....</b>	<b>238,468</b>	<b>288,498</b>	<b>314,718</b>	<b>352,641</b>	<b>368,037</b>

<sup>1</sup> After deducting in transit passengers across Southern Ontario.

<sup>2</sup> Exclusive of local bus traffic between border communities but including in transit traffic.

<sup>3</sup> Yukon Territory traffic is practically all in transit to and from Alaska.

**TABLE 19. Number of Foreign Travellers Entering Canada from the United States,  
by Month of Entry, 1954 - 1958**

Month	1954	1955	1956	1957	1958
<b>(a) Rail (Gross entries)</b>					
January.....	67,775	68,277	73,793	52,636	50,607
February.....	60,524	55,254	59,712	52,861	45,436
March.....	56,356	52,660	58,495	46,413	35,558
April.....	67,428	62,322	59,913	54,316	44,950
May.....	72,355	69,862	63,314	58,119	50,171
June.....	88,898	87,009	89,728	72,750	69,394
July.....	114,667	116,690	106,914	94,177	80,513
August.....	112,481	112,695	103,283	85,252	82,379
September.....	85,828	81,132	76,639	55,803	51,542
October.....	68,642	79,888	60,307	46,248	42,922
November.....	63,762	73,286	53,923	42,680	39,624
December.....	82,451	80,712	76,120	58,438	57,896
<b>Total.....</b>	<b>941,167</b>	<b>939,787</b>	<b>882,141</b>	<b>719,693</b>	<b>650,992</b>
<b>(b) Rail (Net entries)</b>					
January.....	27,908	26,417	26,733	20,579	22,276
February.....	27,476	25,124	25,150	25,257	26,335
March.....	24,748	22,776	23,508	23,643	17,270
April.....	27,534	26,672	25,001	28,390	20,148
May.....	31,519	31,353	27,060	31,186	26,516
June.....	43,571	46,301	45,293	42,244	40,709
July.....	62,719	65,841	57,610	59,965	49,657
August.....	59,654	61,430	53,428	49,423	48,499
September.....	39,854	36,127	35,724	27,770	26,843
October.....	29,200	38,187	27,329	23,113	20,396
November.....	24,910	34,674	23,701	18,654	18,461
December.....	33,114	32,526	31,835	25,913	25,751
<b>Total.....</b>	<b>432,207</b>	<b>447,428</b>	<b>402,372</b>	<b>376,137</b>	<b>342,861</b>
<b>(c) Boat</b>					
January.....	1,381	1,151	1,395	1,258	1,815
February.....	1,539	1,133	1,446	1,421	1,691
March.....	1,541	1,650	1,793	2,834	2,174
April.....	3,174	2,953	3,021	3,697	3,669
May.....	16,116	17,648	16,500	21,555	20,406
June.....	45,290	51,100	56,347	56,890	34,932
July.....	113,749	121,281	122,785	134,116	90,942
August.....	108,175	115,902	131,623	135,503	121,662
September.....	42,783	42,050	48,666	45,618	38,947
October.....	8,103	9,224	9,861	10,562	10,300
November.....	2,865	3,038	3,062	3,086	3,007
December.....	2,161	2,465	2,977	1,886	2,332
<b>Total.....</b>	<b>346,877</b>	<b>369,595</b>	<b>399,476</b>	<b>418,426</b>	<b>331,877</b>

**TABLE 19. Number of Foreign Travellers Entering Canada from the United States,  
by Month of Entry, 1954 - 1958 — Concluded**

Month	1954	1955	1956	1957	1958
<b>(d) Bus <sup>1,2</sup></b>					
January.....	12,380	12,898	9,492	10,925	12,689
February .....	12,157	10,813	12,061	12,342	9,721
March .....	11,215	13,597	12,050	13,023	13,718
April.....	15,189	17,481	18,357	21,109	23,025
May .....	29,923	27,100	29,398	35,097	35,350
June .....	39,034	39,108	39,169	47,005	46,726
July .....	75,506	75,419	65,222	74,184	69,870
August .....	62,807	64,503	66,337	78,714	74,284
September .....	31,893	30,947	32,691	34,786	27,807
October.....	19,361	20,162	25,122	19,512	24,417
November.....	12,611	14,981	15,180	15,857	16,933
December.....	13,120	12,988	13,845	12,677	15,461
<b>Total.....</b>	<b>335,196</b>	<b>339,997</b>	<b>338,924</b>	<b>375,231</b>	<b>370,001</b>
<b>(e) Aeroplane</b>					
January.....	11,806	14,823	16,946	18,817	20,640
February.....	12,238	13,951	16,493	18,295	19,607
March .....	13,538	16,964	18,285	21,427	22,795
April.....	15,404	18,239	20,553	22,732	24,344
May .....	20,481	24,733	27,621	31,664	33,269
June .....	26,803	31,161	38,948	41,028	42,833
July.....	30,836	36,453	37,078	43,901	43,007
August .....	28,407	38,695	38,078	45,077	46,384
September.....	25,359	30,013	31,740	35,708	34,902
October.....	20,868	26,420	27,624	30,173	32,773
November.....	16,308	18,016	21,204	21,942	24,092
December.....	16,420	19,030	20,148	21,877	23,391
<b>Total.....</b>	<b>238,468</b>	<b>288,498</b>	<b>314,718</b>	<b>352,641</b>	<b>368,037</b>

<sup>1</sup> Exclusive of local bus traffic between border communities.

<sup>2</sup> Includes a small percentage of in transit passengers across Southern Ontario.

**TABLE 20. Number of Canadian Automobiles and Other Vehicles Travelling in the United States by Province of Re-Entry into Canada, 1954-1958**

Province of re-entry	1954	1955	1956	1957	1958
<b>Length of stay — 24 hours or less</b>					
Atlantic Provinces .....	1, 210, 512	1, 367, 434	1, 615, 748	1, 692, 852	1, 671, 214
Quebec .....	688, 549	952, 817	1, 086, 593	1, 169, 503	1, 116, 431
Ontario .....	1, 946, 264	2, 367, 938	2, 759, 531	2, 864, 208	3, 019, 548
Manitoba .....	136, 014	144, 013	136, 752	137, 949	141, 089
Saskatchewan .....	62, 604	65, 055	75, 043	86, 364	82, 622
Alberta .....	29, 399	58, 247	64, 567	51, 935	44, 593
British Columbia .....	503, 077	534, 473	569, 786	624, 361	707, 686
Yukon Territory .....	1, 332	1, 069	1, 495	2, 449	1, 385
<b>Canada<sup>1</sup> .....</b>	<b>4, 577, 751</b>	<b>5, 491, 046</b>	<b>6, 309, 515</b>	<b>6, 629, 621</b>	<b>6, 784, 568</b>
<b>Length of stay — Over 24 hours</b>					
Atlantic Provinces .....	41, 832	97, 943	127, 366	152, 791	149, 265
Quebec .....	156, 955	310, 199	373, 757	403, 802	367, 941
Ontario .....	390, 280	480, 086	478, 872	476, 225	471, 324
Manitoba .....	51, 086	67, 869	65, 979	71, 864	73, 387
Saskatchewan .....	30, 613	32, 040	31, 486	32, 481	31, 911
Alberta .....	32, 961	65, 534	65, 050	58, 552	44, 718
British Columbia .....	149, 618	186, 150	203, 723	228, 773	235, 323
Yukon Territory .....	200	381	387	609	386
<b>Canada<sup>1</sup> .....</b>	<b>853, 545</b>	<b>1, 240, 202</b>	<b>1, 346, 620</b>	<b>1, 425, 097</b>	<b>1, 374, 255</b>
<b>Commercial vehicles</b>					
Atlantic Provinces .....	89, 703	124, 443	137, 853	132, 536	115, 691
Quebec .....	99, 731	135, 755	183, 390	172, 788	147, 609
Ontario .....	164, 208	223, 384	232, 944	244, 371	218, 691
Manitoba .....	25, 646	25, 081	28, 125	22, 220	26, 559
Saskatchewan .....	13, 819	10, 217	12, 156	10, 128	8, 037
Alberta .....	7, 364	12, 272	13, 138	11, 169	11, 229
British Columbia .....	31, 171	31, 653	31, 297	32, 752	38, 880
Yukon Territory .....	152	289	355	1, 423	511
<b>Canada .....</b>	<b>431, 794</b>	<b>563, 094</b>	<b>639, 258</b>	<b>627, 387</b>	<b>567, 207</b>

<sup>1</sup> Includes 9,920 motorcycles, 56,912 bicycles and 217,538 taxis in 1958.

**TABLE 21. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-Entry into Canada, 1954-1958**

Month	1954	1955	1956	1957	1958
<b>Length of stay — 24 hours or less</b>					
January .....	225, 882	301, 042	383, 268	399, 596	420, 733
February .....	236, 210	273, 870	354, 860	404, 559	374, 721
March .....	271, 830	300, 795	427, 869	492, 090	486, 951
April .....	375, 683	444, 174	481, 004	536, 541	564, 198
May .....	447, 667	527, 307	559, 558	587, 888	611, 769
June .....	430, 040	526, 692	594, 178	644, 667	634, 245
July .....	534, 972	676, 355	737, 228	737, 969	756, 732
August .....	526, 342	603, 177	689, 141	719, 408	812, 532
September .....	428, 687	520, 679	576, 327	601, 845	627, 393
October .....	414, 777	509, 508	556, 788	533, 309	550, 348
November .....	354, 205	399, 258	467, 583	481, 531	477, 600
December .....	331, 456	408, 189	481, 711	490, 218	467, 346
<b>Total<sup>1</sup></b> .....	<b>4, 577, 751</b>	<b>5, 491, 046</b>	<b>6, 309, 515</b>	<b>6, 629, 621</b>	<b>6, 784, 568</b>
<b>Length of stay — Over 24 hours</b>					
January .....	20, 454	29, 901	44, 702	47, 732	52, 324
February .....	21, 826	28, 139	40, 440	45, 277	43, 904
March .....	30, 760	35, 197	56, 831	68, 041	68, 268
April .....	68, 875	91, 539	95, 988	111, 959	103, 708
May .....	70, 665	103, 763	97, 891	110, 349	100, 646
June .....	66, 326	95, 473	102, 719	118, 480	111, 402
July .....	139, 502	229, 098	230, 627	234, 430	220, 317
August .....	154, 530	212, 498	233, 583	250, 895	264, 661
September .....	97, 042	146, 566	152, 261	152, 729	141, 916
October .....	80, 968	129, 708	130, 197	124, 798	126, 082
November .....	54, 067	73, 940	83, 674	85, 387	77, 465
December .....	48, 530	64, 380	77, 707	75, 020	63, 562
<b>Total<sup>1</sup></b> .....	<b>853, 545</b>	<b>1, 240, 202</b>	<b>1, 346, 620</b>	<b>1, 425, 097</b>	<b>1, 374, 255</b>
<b>Commercial vehicles</b>					
January .....	34, 780	40, 328	58, 587	66, 131	53, 973
February .....	37, 817	36, 718	61, 397	62, 256	50, 981
March .....	35, 195	37, 379	52, 016	54, 107	48, 366
April .....	33, 401	40, 980	42, 682	44, 607	41, 696
May .....	36, 129	49, 327	49, 300	51, 601	45, 720
June .....	37, 702	51, 448	50, 890	49, 634	44, 326
July .....	37, 563	49, 445	52, 550	54, 167	45, 251
August .....	38, 066	51, 345	54, 034	51, 965	43, 880
September .....	34, 877	51, 113	51, 334	48, 087	46, 349
October .....	36, 652	52, 097	57, 800	51, 223	50, 309
November .....	34, 417	47, 245	52, 597	46, 992	43, 144
December .....	35, 195	55, 669	56, 071	46, 617	53, 212
<b>Total</b> .....	<b>431, 794</b>	<b>563, 094</b>	<b>639, 258</b>	<b>627, 387</b>	<b>567, 207</b>

<sup>1</sup> Includes 9,920 motorcycles, 56,912 bicycles and 217,538 taxis in 1958.

**TABLE 22. Number of Canadians Returning from the United States by Province of Re-Entry into Canada, 1954-1958**

Province or re-entry	1954	1955	1956	1957	1958
<b>(a) Rail</b>					
Atlantic Provinces .....	14,014	13,407	14,201	12,596	12,096
Quebec .....	155,912	153,252	155,634	136,478	129,716
Ontario .....	218,789	216,000	222,747	205,094	180,553
Manitoba .....	24,905	22,533	22,085	20,629	18,716
Saskatchewan .....	5,467	4,888	4,069	3,462	3,154
Alberta .....	16	2	—	—	—
British Columbia .....	71,682	70,210	65,745	65,118	60,122
Yukon Territory .....	1,239	792	1,356	1,635	1,023
<b>Canada .....</b>	<b>492,024</b>	<b>481,084</b>	<b>485,837</b>	<b>445,012</b>	<b>405,380</b>
<b>(b) Boat</b>					
Atlantic Provinces .....	42,191	34,140	21,701	21,661	16,335
Quebec .....	1,683	2,892	1,865	3,401	3,370
Ontario .....	39,934	45,047	45,995	37,557	65,954
Manitoba .....	—	—	—	—	—
Saskatchewan .....	—	—	—	—	—
Alberta .....	—	—	—	—	—
British Columbia .....	29,320	28,202	32,563	32,581	30,834
Yukon Territory .....	—	4	23	13	23
<b>Canada .....</b>	<b>113,128</b>	<b>110,285</b>	<b>102,147</b>	<b>95,213</b>	<b>116,516</b>
<b>(c) Bus<sup>1</sup></b>					
Atlantic Provinces .....	16,453	13,971	12,663	12,608	10,042
Quebec .....	74,678	76,014	78,064	78,333	77,139
Ontario .....	304,653	263,159	225,803	235,042	223,230
Manitoba .....	21,729	25,323	28,599	29,000	27,385
Saskatchewan .....	596	878	877	392	141
Alberta .....	5,065	5,130	5,268	5,087	4,302
British Columbia .....	76,405	80,822	84,223	93,259	92,846
Yukon Territory .....	35	56	126	—	23
<b>Canada .....</b>	<b>499,614</b>	<b>465,353</b>	<b>435,623</b>	<b>453,721</b>	<b>435,108</b>
<b>(d) Aeroplane</b>					
Atlantic Provinces .....	6,732	7,987	8,913	9,583	11,624
Quebec .....	66,104	78,140	91,544	98,868	102,758
Ontario .....	98,984	121,855	147,902	166,496	180,921
Manitoba .....	5,436	6,239	6,698	7,204	8,016
Saskatchewan .....	506	414	565	733	1,164
Alberta .....	5,188	5,482	5,248	8,044	7,984
British Columbia .....	28,851	33,189	38,774	41,035	47,619
Yukon Territory .....	656	608	648	689	1,020
<b>Canada .....</b>	<b>212,457</b>	<b>253,914</b>	<b>300,292</b>	<b>332,652</b>	<b>361,106</b>

<sup>1</sup> Exclusive of local bus traffic between border communities.

**TABLE 23. Number of Canadians Returning from the United States  
by Month of Re-Entry into Canada, 1954-1958**

Month	1954	1955	1956	1957	1958
<b>(a) Rail (Gross entries)</b>					
January .....	38,944	37,832	38,793	34,340	32,926
February .....	28,613	29,352	31,848	30,116	24,971
March .....	35,652	34,274	35,580	42,179	29,087
April .....	48,263	49,399	52,322	43,125	39,124
May .....	39,484	36,960	34,951	34,450	30,075
June .....	32,928	34,150	32,758	30,163	28,505
July .....	51,869	51,285	49,722	47,452	40,005
August .....	58,560	50,972	55,947	50,191	52,799
September .....	41,960	40,170	42,045	36,607	33,428
October .....	42,861	46,452	42,718	36,319	34,758
November .....	35,095	32,557	30,896	28,484	26,451
December .....	37,795	37,681	38,257	31,586	33,251
<b>Total .....</b>	<b>492,024</b>	<b>481,084</b>	<b>485,837</b>	<b>445,012</b>	<b>405,380</b>
<b>(b) Rail (Net entries)</b>					
January .....	38,434	37,403	38,365	33,957	32,421
February .....	28,146	28,952	31,513	29,786	24,613
March .....	35,189	33,816	35,139	41,762	28,640
April .....	47,540	48,684	51,909	42,603	38,487
May .....	38,883	36,491	34,463	34,022	29,541
June .....	32,475	33,707	32,318	29,626	28,017
July .....	51,207	50,721	49,252	46,769	39,543
August .....	57,947	50,269	55,360	49,466	52,336
September .....	41,505	39,692	41,638	36,151	32,968
October .....	42,360	45,912	42,254	35,788	34,353
November .....	34,483	32,041	30,362	27,954	26,050
December .....	37,088	37,009	37,721	31,003	32,785
<b>Total .....</b>	<b>485,257</b>	<b>474,697</b>	<b>480,294</b>	<b>438,887</b>	<b>399,754</b>
<b>(c) Boat</b>					
January .....	4,123	3,774	2,652	2,626	2,748
February .....	2,932	2,660	3,176	2,866	3,647
March .....	2,821	2,864	3,360	2,928	3,777
April .....	5,182	4,497	3,970	4,784	5,351
May .....	6,484	6,312	5,258	5,287	5,224
June .....	13,427	10,233	9,175	10,388	9,430
July .....	23,811	25,386	21,433	19,018	26,004
August .....	22,443	23,721	26,994	21,528	34,560
September .....	13,239	13,755	11,236	10,753	12,868
October .....	8,139	6,766	6,814	6,495	5,017
November .....	4,853	5,620	3,552	4,954	4,667
December .....	5,674	4,697	4,527	3,586	3,223
<b>Total .....</b>	<b>113,128</b>	<b>110,285</b>	<b>102,147</b>	<b>95,213</b>	<b>116,516</b>

**TABLE 23. Number of Canadians Returning from the United States  
by Month of Re-Entry into Canada, 1954-1958 — Concluded**

Month	1954	1955	1956	1957	1958
	<b>(d) Bus<sup>1</sup></b>				
January .....	27,346	25,367	20,279	22,300	21,365
February .....	24,584	22,897	19,023	19,451	19,253
March .....	29,442	26,504	23,722	28,887	23,868
April .....	38,299	36,533	34,923	37,585	35,225
May .....	45,094	43,420	40,637	37,889	38,654
June .....	53,934	48,872	51,987	51,371	51,728
July .....	68,293	68,664	61,656	59,642	59,037
August .....	70,776	62,790	68,496	70,879	67,281
September .....	46,844	48,347	41,277	45,309	39,566
October .....	38,520	34,189	27,824	33,262	33,137
November .....	29,936	24,646	23,591	23,057	23,484
December .....	26,546	23,124	22,208	24,089	22,510
<b>Total .....</b>	<b>499,614</b>	<b>465,353</b>	<b>435,623</b>	<b>453,721</b>	<b>435,108</b>
	<b>(e) Aeroplane</b>				
January .....	16,506	20,159	23,884	28,486	31,634
February .....	14,851	17,001	22,245	24,847	26,087
March .....	19,928	22,854	27,857	32,860	33,142
April .....	22,060	25,976	32,125	32,289	37,011
May .....	18,727	21,741	26,588	29,573	31,042
June .....	15,893	19,417	25,165	24,442	27,512
July .....	16,137	18,932	20,864	25,402	27,060
August .....	17,074	20,657	24,653	29,374	33,650
September .....	19,960	23,100	25,446	27,971	27,229
October .....	19,736	25,226	28,543	29,738	33,550
November .....	16,520	19,833	23,213	24,403	28,623
December .....	15,065	19,018	19,709	23,267	24,566
<b>Total .....</b>	<b>212,457</b>	<b>253,914</b>	<b>300,292</b>	<b>332,652</b>	<b>361,106</b>

<sup>1</sup> Exclusive of local bus traffic between border communities.

### **Classification Definitions used in this Report**

1. "Commercial Vehicles" are trucks used for commercial purposes.
2. Highway Traffic not classified as commercial vehicles consists of automobiles, taxis, motorcycles and bicycles.

#### **3. Foreign Vehicles Inward**

- (a) Non-Permit Class consists of local vehicles which do not require Customs permits. They are restricted to travel within the jurisdiction of the port and may not remain in Canada more than 48 hours.

Also included are the repeat trips of commuters and others who cross the border frequently on commuting permits. (See below).

- (b) Travellers' vehicle permits are issued to foreign vehicles which remain in Canada longer than 48 hours or which travel beyond the jurisdiction of the port of entry. (Thus a motorist who intends to leave the country at a point other than that of entry must apply for a traveller's vehicle permit).

These permits are usually valid for periods of 60 days or 6 months, but more than 50 per cent of all permits issued each year are used for visits of less than 48 hours.

Also included in this class are commuting permits which entitle the holders to cross the border frequently during the tenure of their permits. Repeat trips after the first, however, are included in the non-permit class, as mentioned above.

#### **4. Canadian Vehicles Inward**

Canadian vehicles returning to Canada are classified by length of stay depending upon whether they are abroad for more or less than 24 hours.

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TRAVEL BETWEEN CANADA  
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OTHER COUNTRIES  
1959



DOMINION BUREAU OF STATISTICS

International Trade Division

Balance of Payments Section



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## FOREWORD

This publication is a statistical report on travellers between Canada and other countries. No attempt has been made to isolate any group or "tourist traffic". The report provides estimates of international travel expenditures arising from all types of movements across the frontiers. Many of the movements are short-term and local in character arising from close inter-relationships of communities lying near the border. Commuting, temporary migration for employment, business travel, and shopping visits, comprise parts of the movements as well as summer residents and vacation travellers usually associated with the "tourist" business.

The data, therefore, do not coincide with the movements and expenditures which for some purposes might be defined more specifically as relevant for the "tourist" industry. While the latter industry would comprise only part of the international business shown in this report, that industry does on the other hand also include the large and growing domestic sector of tourism not covered in this publication.

In using statistical data in this report it should be noted that some of the averages are derived from data covering many of the groups of transactions noted above. For example, figures of average expenditures applying to certain categories of international traffic must, for the purpose of this report, reflect the spending of all groups of travellers who cross the border. They are, therefore, not necessarily representative of groups generally regarded as tourists travelling for recreation.

WALTER E. DUFFETT,

*Dominion Statistician.*



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# TRAVEL BETWEEN CANADA AND OTHER COUNTRIES 1959

## Leading Developments in Travel Between Canada and Other Countries

The most important factor entering into the statistics on travel between Canada and other countries during 1959 was the change in procedure, for admitting foreign vehicles into Canada, which was introduced by the Department of National Revenue. Effective October 1, 1959 all vehicles not registered in Canada must be covered by a customs permit issued by the Department of National Revenue on entry into Canada. This document is referred to as a traveller's vehicle permit (E50) and must be surrendered to Customs officials at the port of exit when the vehicle leaves Canada. Additional information on this change of procedure appears in the section on "Method of Compiling Data on International Travel". It should be noted, that the change in procedure has altered the statistical series for foreign vehicles and, therefore, direct comparisons for this segment of travel with data in previous issues of this publication are not possible on an annual basis. Furthermore, the revised permit has made it necessary to discontinue the special survey of non-resident travel behaviour in Canada which had been conducted for several years.

During 1959 entries into Canada by residents of other countries totalled 29.9 million as compared with 28.6 million in 1958, a gain of nearly 5 per cent. Included in this number are some 41,600 entries direct by residents of countries other than the United States. Total receipts amounted to \$391 million compared to \$349 million in 1958, an increase of some

\$42 million over the previous year. This increase to a new record level can be attributed entirely to United States travellers as receipts from other countries were unchanged at \$40 million.

Re-entries by residents of Canada totalled 28.1 million compared to 27.6 million in 1958, a gain of approximately 2 per cent. Besides visits to the United States this number includes some 157,000 re-entries direct from other countries by residents of Canada. Total payments amounted to \$598 million compared with \$542 million in 1958, an increase of \$56 million over 1958 or roughly 10 per cent. Payments on account with the United States advanced from \$413 million in 1958 to \$448 million in 1959 or by some \$35 million while, at the same time, to overseas countries payments advanced from \$129 million to \$150 million or by about \$21 million.

Although the debit balance on travel account with the United States declined from \$104 million in 1958 to \$97 million in 1959, a decrease of \$7 million, on the other hand, during the third quarter of 1959 there was a credit balance of nearly \$43 million. The debit balance with overseas countries advanced from \$89 million in 1958 to \$110 million in 1959, or approximately 24 per cent. The total debit balance on account with all countries amounted to \$207 million in 1959, an increase of \$14 million or 7 per cent more than the previous record of \$193 million in 1958.

**STATEMENT 1. Number and Expenditures of United States Travellers in Canada, 1956 - 59**

Type of transportation	Number of persons				Expenditures			
	1956	1957	1958	1959	1956	1957	1958	1959 <sup>1</sup>
	thousands				millions of dollars			
<b>Automobile:</b>								
Non-permit or local traffic .....	11,939	12,300	11,542	9,025 <sup>2</sup>	35.4	34.8	31.0	28.4 <sup>2</sup>
Customs permits .....	7,241	7,405	7,476	8,847 <sup>3</sup>	137.2	138.7	140.8	163.4 <sup>3</sup>
Repeat trips of permit holders.....	3,210	3,211	3,644	4,959	—	—	—	—
<b>Totals .....</b>	<b>22,390</b>	<b>22,916</b>	<b>22,662</b>	<b>22,831</b>	<b>172.6</b>	<b>173.5</b>	<b>171.8</b>	<b>191.8</b>
<b>Non-automobile:</b>								
Rail .....	882	720	651	619	43.7	44.6	34.7	35.9
Boat .....	399	309	332	419	15.7	18.9	15.1	21.0
Through bus .....	339	375	370	392	22.0	27.5	26.3	26.9
Plane .....	315	353	368	432	36.6	40.6	41.4	50.7
Other .....	3,342	3,946	4,148	5,188	18.7	20.2	20.1	24.8
<b>Totals .....</b>	<b>5,277</b>	<b>5,703</b>	<b>5,869</b>	<b>7,050</b>	<b>136.7</b>	<b>151.8</b>	<b>137.6</b>	<b>159.3</b>
<b>Grand totals .....</b>	<b>27,667</b>	<b>28,619</b>	<b>28,531</b>	<b>29,881</b>	<b>309.3</b>	<b>325.3</b>	<b>309.4</b>	<b>351.1</b>

<sup>1</sup> Subject to revision.

<sup>2</sup> January - September inclusive.

<sup>3</sup> Not comparable with previous years.

### United States Travel Expenditures in Canada by Types of Transportation

In 1959 a \$41.7 million increase in expenditures of United States residents travelling in Canada was almost evenly divided between the automobile and non-automobile categories. Receipts from the automobile category advanced \$20 million or 11.6 per cent, while expenditures of the non-automobile group were \$21.7 million or 15.8 per cent higher than in 1958.

Comparisons of certain categories of non-resident motorists travelling in Canada during 1959 with those of 1958 is complicated, and in most instances impossible, due to an administrative change (initiated by the Department of National Revenue on October 1, 1959) for admitting non-resident vehicles into Canada. This change is outlined in detail in the section "Method of Compiling Data on International Travel" in this report, and readers are advised to refer to that section for a description of material contained in the following text.

Non-residents entering Canada by automobile in 1959 totalled 22,831,000, an increase of 169,000 or less than 1 per cent in comparison with 1958. The total number of persons classified as non-permit or local traffic who had entered Canada in the nine months ending September 1959, amounted to 9,025,000, which was 517,000 or almost 6 per cent below the number who had entered during the same period of 1958. The volume of traffic crossing the border into Canada on customs permits in 1959 amounted to 8,847,000 visits, but this figure cannot be compared to 1958 due to the inclusion during the final quarter of the year of entries which were previously classified as non-permit or local traffic. For the same reason, a similar comparison of expenditures by this group, which amounted to \$163.4 million in 1959,

would not be valid. However, receipts attributable to the non-permit or local classification of traffic for the first nine months of 1959 totalled \$28.4 million, which was \$2.5 million or almost 10 per cent in excess of receipts from this category of visitors during the same period in 1958. A breakdown of average expenditure per car by class of customs permit revealed that in 1959, the average outlay per car by commuters amounted to \$205.48 in comparison with \$250.36 in 1958, representing a decrease of nearly 18 per cent which, however, was less than the rate of decrease experienced in 1958 (26 per cent). Average expenditure per car by summer residents fell in 1959 to \$342.66 from \$371.48 in 1958, a decrease of nearly 8 per cent. Average expenditure per car of the "Local" classification rose from \$46.83 to \$58.91, a gain of almost 26 per cent over the corresponding 1958 average.

Statistics pertaining to the "Other" class of permit travel, which excludes commuters, summer residents and locals, are presented in Statement 2 and give the average declared expenditure per car travelling on this type of permit during the months July, August and September for the years 1955-59 inclusive, classified by province of exit. The average for Canada advanced from \$68.65 in 1958 to \$72.62 in 1959 or 6 per cent. In August of 1958 an administrative change was adopted at certain of the ports in the province of New Brunswick. This had the effect of increasing the number of customs permits issued (mainly to the group considered under the old procedure as local or non-permit traffic), thereby reducing the average expenditure per car for this period from \$119.12 in 1957 to \$101.62 in 1958. In 1959 a further decrease was recorded which lowered the average to \$89.37.

**STATEMENT 2. Average Declared Expenditure Per Car of Non-Resident Motorists Travelling in Canada on Customs Permits<sup>1</sup>, by Province of Exit, during the Three Months July - September 1955 - 59**

Province of exit	1955	1956	1957	1958	1959 <sup>2</sup>
	dollars				
Atlantic Provinces.....	103.78	106.80	119.12	101.62	89.37
Quebec.....	68.02	65.97	68.59	66.00	69.03
Ontario.....	49.73	49.52	49.37	52.46	59.58
Manitoba.....	76.95	82.94	86.86	83.76	84.24
Saskatchewan.....	77.40	88.98	91.53	108.39	105.75
Alberta.....	105.85	95.45	99.50	100.69	104.22
British Columbia and Yukon Territory.....	90.93	93.20	93.57	97.00	104.75
<b>Canada.....</b>	<b>63.57</b>	<b>65.18</b>	<b>66.71</b>	<b>68.65</b>	<b>72.62</b>

<sup>1</sup> Exclusive of commuters, summer residents and locals.

<sup>2</sup> Subject to revision.

All non-automobile types of transportation, with the exception of rail, carried more visitors to Canada in 1959 than in 1958. However, although 32,000 or approximately 5 per cent fewer travellers entered by train, they spent \$1.2 million or between 3 and 4 per cent more than in 1958, due mainly to higher average

expenditures during the first three quarters of the year. The most significant advances were attributable to travel by boat as 87,000 or slightly over 26 per cent more visitors used this means of transportation, while their expenditures rose accordingly from \$15.1 million in 1958 to \$21.0 million in 1959, an increase

of \$5.9 million or 39 per cent. No doubt, the absence of any widespread strike on the Pacific Coast, such as the one which occurred during the summer months of 1958, was responsible for the increase. Entries by boat during the period April to September 1959 were 25 per cent greater than during the same period in 1958, while expenditures rose almost 41 per cent. Most of the gain took place during the third quarter which saw nearly 20 per cent more entries and an expansion of \$3.5 million, or approximately 31 per cent, in their expenditures.

Visitors travelling to Canada by long distance bus increased by 22,000 or 6 per cent; but their expenditures increased only slightly over 2 per cent, due mainly to a lower average expenditure than in 1958. Although the volume of arrivals by bus was greater in each quarter of 1959 than 1958, it was only during the third quarter that an increase in expenditures was recorded, largely as a result of an increase in the average expenditure per person for that period from \$102.49 in 1958 to \$104.80 in 1959, or a gain of roughly 2 per cent.

#### Analysis of United States Motor Traffic to Canada by State of Origin

An analysis of automobile traffic entering Canada from the United States is simplified by grouping the states in regions, as shown in Table 6. However, due to the administrative change mentioned earlier, only data for the first nine months of 1959 are comparable with that obtained by the procedure used for admitting non-resident vehicles in previous years. In Tables 6 and 7 the periods of January to September inclusive for 1959 and 1958 are presented for purposes of comparison. Results show that, in spite of the shorter period, no change occurred in the order of importance for each region, which has remained fairly constant from year to year. Nearly all of the non-permit cars and almost three-quarters of the automobiles entering Canada on travellers' vehicle permits during the first nine months of 1959 originated in the states forming the northern boundary with Canada. Furthermore, cars from these northern states together with those originating in Oregon and California on the Pacific Coast, Massachusetts, Rhode Island, Connecticut and New Jersey on the Atlantic Seaboard, accounted for approximately 88 per cent of the customs permit entries during this period. In 1959, automobile registrations in the United States totalled 59,139,500 (exclusive of Hawaii), an increase of 2.5 million over 1958, and includes for the first time some 51,306 cars registered in the new state of Alaska. From January to September, automobile entries on travellers' vehicle permits numbered 2,227,295 which is an increase of 69,837 over the same period in 1958, yet represents only a slight per cent of the increased tourist potential.

During the first three quarters of 1959, visiting motorists from the North-Eastern States accounted for 48.2 per cent of the volume of traffic and 41.9 per cent of the receipts, representing an increase for the former of almost 2 per cent and a decrease for the latter of between 1 and 2 per cent in comparison with corresponding 1958 figures. Cars origin-

Air travel, which has been consistent in its growth over the years, again recorded an increase in 1959. Some 64,000 or between 17 and 18 per cent more visitors arrived by plane in 1959 than in 1958, while disbursements of this group advanced \$9.3 million or between 22 and 23 per cent. Each quarter recorded an increase over 1958 in terms of numbers and expenditures, although the average expenditure per person fell in the first and fourth quarters. However, increased spending per person in the second and third quarters was responsible for a greater overall average expenditure which in 1959 stood at \$117.47 or over 4 per cent higher than in 1958.

The number of visitors entering Canada by "Other" means of transportation advanced 1,040,000 or 25 per cent over 1958, while their expenditures rose \$4.7 million or between 23 and 24 per cent. Increases in volume and receipts from persons in this residual classification occurred in each of the four quarters of 1959, although the fourth quarter recorded a decrease in average expenditure per person.

ating in the Great Lakes region were next in order of importance amounting to 28 per cent of the total entries on custom permits while contributing 27.3 per cent of the receipts, a decline in volume of 1.3 per cent but a gain of 2.8 per cent in expenditures. In 1959 motorists from the West Coast States comprising California, Oregon and Washington, represented 10.8 per cent of the non-resident automobiles and due to their high average expenditure per visit accounted for 13.2 per cent of the total receipts. In both cases the decrease amounted to less than 1 per cent in comparison with similar figures for 1958. Again in 1959, approximately the same percentage of cars (4.6 per cent) came from states included in the North-Western region of the United States but their expenditures as a proportion of total receipts fell slightly to 4.8 per cent. The number of automobiles originating in the remaining states and countries not specified increased slightly to 8.4 per cent, whereas receipts from this group dropped from 13.5 per cent in 1958 to 12.8 per cent in 1959.

Average expenditure per car per visit shown in Table 7 displayed considerable variation, ranging from \$17.90 for cars from Vermont to \$115.28 for those from California. States recording the greatest changes during the nine month period ending September 1959 were Illinois and Michigan with increases of \$14.63 and \$11.48, respectively, while the average for cars originating in New Hampshire fell \$11.54.

The average length of stay for cars (including commuters, summer residents and locals) originating in the North-Eastern States during the period January to September inclusive, amounted to 5.6 days, while the average expenditure per car per day was \$9.50. The length of stay varied from 3.4 days for cars registered in Vermont to 7.6 days for cars from the state of Maine. Average expenditures per car per day

ranged from \$2.73 for cars originating in Maine to \$17.87 for cars registered in New Jersey. Considering the North-Eastern States as a group, cars from this region (with the exception of the residual classification referred to as "Other") averaged the longest visit, but, at the same time, had the lowest average expenditure per car per day.

Visits lasting 4.7 days were averaged by cars from states in the Great Lakes region, while their average expenditure per car per day amounted to \$12.76. Automobiles registered in Michigan remained in Canada an average of 4 days, whereas those from Ohio averaged 5.9 days. Average expenditure ranged from \$12.83 per car per day for Ohio to \$18.77 for vehicles from Illinois. Non-resident vehicles from the Great Lakes region attained the second lowest average expenditure figure and the lowest average length of stay.

Automobiles registered in the states of Minnesota, Montana and North Dakota, which comprise the North-Western region, stayed in Canada an average of 4.8 days and averaged an expenditure of \$13.22 per car per day. There was little variation in the length of visit recorded, while average expenditure per day varied from \$9.81 for North Dakota to \$14.77 for the state of Minnesota.

The highest average expenditure per day (\$14.88) was recorded by cars from the West Coast region, which consists of the states of California, Oregon and Washington. On the other hand, the average length of stay for automobiles originating in this region, some 5 days, was only the third longest recorded in comparison with other areas. Moreover, the average length of stay varied from 3.9 days for Washington to 7.3 days for cars from California, with the latter averaging expenditures of \$15.91 per car per day as opposed to \$13.77 for the former. Vehicles visiting Canada from remaining states and countries not already specified are considered in the residual classification "Other". These cars stayed in Canada an average of 7.2 days (longer than any other region) while their average expenditures amounted to \$12.95 per car per day.

Additional information on automobiles travelling in Canada on customs permits classified by province of entry and state or country of registration appears in Tables 4 and 5. Table 4, however, presents only data for the first nine months of 1959, while Table 5 on a yearly basis is restricted to visits lasting over 48 hours and excludes the special classes of commuters, summer residents and locals, which represent less than 1 per cent of the total permit travel.

During the period January to September 1959, approximately 57 per cent of the cars entering Canada on motor vehicle permits came from the states of New York (22 per cent), Michigan (16 per

cent), Maine (7 per cent), Washington (7 per cent), and Pennsylvania (5 per cent). Some 77 per cent of the cars from New York State entered Canada through ports in Ontario while 20 per cent entered through Quebec. In each case, these proportions represent approximately 28 per cent of the permit traffic entering the province. The second largest number of automobiles originated in Michigan, with almost all (98 per cent) crossing at Ontario border points and, at the same time, accounting for nearly 26 per cent of the permit entries into this province. Ports in the Atlantic Provinces (principally New Brunswick) handled 85 per cent of the automobiles from Maine, which state, as a matter of fact, was responsible for about 60 per cent of the cars entering this region. As could be expected, the majority (97 per cent) of motor vehicle permit traffic originating in the state of Washington made their entry into Canada through the adjoining province of British Columbia, representing around 61 per cent of the total permit travel to this province during the first nine months of 1959. Inasmuch as a large proportion (84 per cent) of the cars from Pennsylvania entered Canada through Ontario, the number when taken as a percentage of total entries into the province amounted to only 8 per cent. In Western Canada some 40 per cent of the cars entering Manitoba and 33 per cent entering Saskatchewan originated in North Dakota, while automobiles from Montana accounted for 24 per cent of the entries into Alberta and 21 per cent into Saskatchewan. Around 17 per cent of the permit traffic crossing the border into British Columbia originated in the state of California.

Table 5 presents similar data on automobiles remaining in Canada three days or over for the year 1959. The largest proportion of long-term automobiles came from the state of New York (19 per cent), while 13 per cent originated in Michigan, 9 per cent in Ohio and 7 per cent in each of Washington and Pennsylvania. A breakdown by province of entry reveals that Ontario received 56 per cent, Quebec 17 per cent, British Columbia 13 per cent, the Atlantic Provinces 8 per cent and the Prairie Provinces 6 per cent of the total permit traffic (exclusive of commuters, summer residents and locals) recording visits lasting over 48 hours. Of long-term automobiles entering Canada through ports in Ontario, some 25 per cent originated in New York State while approximately 21 per cent were registered in Michigan. Cars from Massachusetts accounted for 28 per cent of the entries into the Atlantic Provinces (mainly New Brunswick) and 18 per cent of the entries through Quebec, while automobiles from Maine and New York State in each case represented 27 per cent of the three day and over permit traffic visiting these two areas, respectively. Over a half (53 per cent) of the entries into British Columbia were from the state of Washington, while nearly 22 per cent had travelled from California. The majority of long-term visits to the Prairie Provinces originated in the states immediately south such as Montana, North Dakota and Minnesota.

### Analysis of United States Motor Traffic by Ports of Entry and Exit

From an analysis of the ports of entry and exit as shown on surrendered travellers' vehicle permits issued to non-resident motorists, preferred routes of travel within Canada can be obtained. However, information gained by this method must be taken as minimal in that it excludes cars entering and leaving Canada through ports in the same province after having visited one or more of the other provinces, as well as those who visit diverse regions within their province of entry and exit. Prior to 1956, this study was confined to the four months June to September inclusive but subsequently has been extended to cover the complete year. However, as the period from June to September is the principal touring season, a study of the regular permit traffic

during that period as well was found to be valuable in an examination of popular travel routes, and this information is presented in Statements 4 and 5. While the exact length of stay in each province is not available, it is possible to determine the time spent in Canada by the dates stamped on the surrendered permits and, accordingly, classify them in categories of 1-day, 2-days, or 3-days-plus. It should be noted that data contained in this section, unless otherwise stated, pertain only to non-resident automobiles travelling on customs permits during the first nine months of 1959. Information on the 3-days-plus group of visitors for the year 1959 according to province of entry and exit is presented in Statement 3.

**STATEMENT 3. Percentage Distribution of Vehicles by Province of Exit for Non-Resident Automobiles Travelling in Canada on Customs Permits<sup>1</sup>, Three Days or Over, 1959**

Province of entry	Province of exit							
	Maritimes	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	B.C.	Yukon Territory
	per cent							
Maritimes .....	91.35	4.84	3.79			0.02		
Quebec .....	3.50	81.33	15.13			0.04		
Ontario .....	0.96	7.13	90.99	0.61		0.31		
Manitoba .....	0.17		14.55	72.84	3.65	3.77	3.54	1.48
Saskatchewan .....	0.03		2.55	7.21	68.58	8.55	6.75	6.33
Alberta .....	0.08		3.91	4.35	4.10	38.65	32.88	16.03
British Columbia .....		0.45		0.58	0.50	5.85	88.89	3.73
Yukon Territory .....		1.92		4.14	7.67	36.45	45.38	4.44

<sup>1</sup> Exclusive of commuters, summer residents and locals.

From January to September inclusive some 4,962 automobiles entered ports in the Maritime Provinces and returned to the United States via ports in the province of Quebec, while 7,099 travelled in the opposite direction. This traffic, in the case of the former, represented between 2 and 3 per cent of all permit entries through that area, while the latter amounted to slightly over 2 per cent of the entries via Quebec. Of the cars entering the Maritimes and exiting via Quebec, some 82 per cent had remained in Canada a period of three days or over, while nearly 89 per cent of the cars travelling in the opposite direction fell into this category. Considering data for the year as a whole, little change was recorded over 1958 as approximately 5 per cent of the long-term automobiles entering the Maritimes exited via ports in Quebec, while a smaller proportion (3.9 per cent) of the long-term vehicles entering Quebec returned via the Maritimes. However, traffic in the latter direction was stronger in volume than travel from the Maritimes to Quebec.

By far the heaviest inter-provincial traffic occurred between the provinces of Quebec and Ontario with a total of 82,120 cars making the trip in either direction. Of this number, some 49,192 automobiles exited in Quebec after originally entering in Ontario, while 32,928 cars leaving Canada by Ontario had entered through Quebec. These two

figures correspond to approximately 4 per cent and 10 per cent of all entries on travellers' vehicle permits into Ontario and Quebec, respectively. About 79 per cent of the motor vehicles entering Quebec and leaving by Ontario during the first three quarters of 1959 were classified as long-term. Of vehicles travelling in the opposite direction, 84 per cent had remained in Canada for three days or over. When information on long-term automobile travel was tabulated, the results showed that over 16 per cent of the cars entering Canada via ports in Quebec had left Canada from ports in Ontario. On the other hand, between 7 and 8 per cent of the long-term entries through Ontario returned to the United States via ports in Quebec.

A more detailed study on travel within the province of Ontario appears in Section I of Table 3. This was undertaken because of the large proportion of customs permit traffic which enters this province each year. Several well-defined routes appear to receive a greater share of travel than others. The highways between Fort Erie and Niagara Falls on the east and the St. Clair and Detroit River ports on the west of southern Ontario carried the heaviest volume of traffic during the first nine months of 1959. A total of 617,177 vehicles left Canada after entering through Fort Erie-Niagara Falls. Of this number, 415,151 or 67 per cent returned to the United States

through the same ports, while 153,242 or 25 per cent exited via the St. Clair and Detroit River ports. Approximately 53 per cent of the latter group made the trip in one day, indicating a high rate of in transit travel across southern Ontario to reach destinations in the United States.

Traffic entering Canada through the St. Clair and Detroit River ports numbered 420,353 units, of which 236,069 or 56 per cent exited through the same ports, while 158,953 or 38 per cent returned via Fort Erie—Niagara Falls. Approximately the same percentage of cars (53 per cent) were in transit in either direction between these two groups of ports.

The St. Lawrence River ports handled the third largest volume of non-resident automobiles entering

Canada on customs permits. A total of 141,142 cars left ports in Canada during the first three quarters of 1959 after originally entering through the St. Lawrence River ports. Some 100,675 (71 per cent) of these entries returned to the United States through the same ports, while the next largest proportion (9 per cent) or 13,108 cars left by Fort Erie—Niagara Falls. However, in transit travel did not represent such an important percentage of travel between these ports as only 4 per cent made the trip in one day, whereas some 72 per cent recorded visits lasting three days or over. In transit travel was stronger between the St. Lawrence River ports and the St. Clair and Detroit River ports with 739 cars or 13 per cent of the traffic making the trip in one day.

**STATEMENT 4. Selected Routes Within Ontario followed by Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> which Departed from Canada during the Four Months June - September, 1956 - 59**

Route	Number of cars				Percentage of entries via all ports in Ontario			
	1956	1957	1958	1959	1956	1957	1958	1959
Between: St. Clair, Detroit River Ports and Fort Erie, Niagara Falls .....	260,556	249,964	244,111	249,287	25.3	23.7	23.5	23.3
Fort Erie, Niagara Falls and St. Lawrence River Ports in Ontario .....	33,529	35,586	31,280	36,168	3.3	3.4	3.0	3.4
St. Lawrence River Ports in Ontario and Province of Quebec .....	25,763	26,026	24,830	30,529	2.5	2.5	2.4	2.8
St. Clair, Detroit River Ports and St. Lawrence River Ports in Ontario .....	9,621	9,662	8,672	11,562	0.9	0.9	0.8	1.1
Sault Ste. Marie and St. Clair, Detroit River Ports .....	10,912	11,154	13,092	12,346	1.1	1.1	1.3	1.2
Sault Ste. Marie and Fort Erie, Niagara Falls .....	8,336	9,014	10,871	11,212	0.8	0.8	1.1	1.0
<b>Totals of above .....</b>	<b>348,717</b>	<b>341,406</b>	<b>332,856</b>	<b>351,104</b>	<b>33.9</b>	<b>32.4</b>	<b>32.1</b>	<b>32.8</b>

<sup>1</sup> Exclusive of commuters, summer residents and locals.

A comparison of the number of automobiles travelling in both directions over the six most popular routes within Ontario during the principal touring season from June to September for the years 1956-59 appears in Statement 4. The survey covered all permit-holding vehicles entering Canada during this period, with the exception of the special classes of commuters, summer residents and locals. In 1959 all routes, with the exception of the one between

Sault Ste. Marie and the St. Clair and Detroit River ports, experienced an increase of travel over 1958, although some decreases occur when taken as a percentage of the total entries into the province. The highways between the St. Clair—Detroit River ports and the Fort Erie—Niagara Falls combination carried 23.3 per cent of the entries through all ports in Ontario compared to 23.5 per cent in 1958. On the other hand, traffic on the three routes involving

travel to or from the St. Lawrence River ports increased by 13,477 units or almost 21 per cent over the same period in 1958, sufficient to represent between 7 and 8 per cent of the total volume in 1959 compared with slightly over 6 per cent during the previous year. This gain was, perhaps, due to an increased number of visitors wishing to view the completed St. Lawrence Seaway projects on the Canadian side of the border. The number of cars travelling between Sault Ste. Marie and the St. Clair—Detroit River ports during June to September fell by 746 units, the only decrease recorded in comparison with last year, while traffic between Sault Ste. Marie and Fort Erie—Niagara Falls registered a gain of some 341 units. However, traffic along these two routes as a percentage of total entries into Ontario declined in equal proportion since 1958, in the first instance from 1.3 per cent to 1.2 per cent and in the second from 1.1 per cent to 1.0 per cent. Generally, the percentage of cars travelling these six routes has remained fairly constant over the years in spite of increases or decreases in the volume.

The exchange of non-resident vehicles between Ontario and Manitoba occurs for the most part through the western Ontario ports of Fort Frances, Pigeon River and Rainy River. Some 4,977 automobiles which had entered Canada through ports in Ontario during January to September inclusive left the country via ports in Manitoba and, moreover, 3,695 or 74 per cent were in the long-term category. Cars travelling in the opposite direction, that is, entering through Manitoba and exiting by Ontario, numbered 4,857 of which 3,772 or roughly 78 per cent had remained in Canada three days or over. Thus, once again the exchange of long-term traffic between the two provinces was practically equal. However, of all the long-term automobiles entering Ontario during this period less than 1 per cent made their exit from Canada through ports in Manitoba, while some 16 per cent of those who entered and exited in the reverse direction fell into this category.

Approximately 80 per cent of the 1,050 cars leaving Canada through ports in Saskatchewan after entering via Manitoba were in the long-term classification. Similarly, between 97 and 98 per cent of the 1,008 who entered through the same province but exited by Alberta were in this category. Of the automobiles entering Saskatchewan on motor vehicle permits, 1,114 returned to the United States through ports in the province of Manitoba and 1,338 through ports in Alberta. More than 86 per cent or 961 vehicles which entered via ports in Saskatchewan and travelled to Manitoba were long-term cars, while approximately 92 per cent or 1,236 of the automobiles travelling between the former province and Alberta had remained in Canada three days or over. Figures on long-term travel between these provinces for the year 1959, as found in Statement 3, show that nearly 4 per cent of the cars entering Manitoba returned via ports in Saskatchewan, while approximately the same percentage exited through Alberta. However, higher proportions of long-term traffic travelled in

the opposite directions, as about 7 per cent of the non-resident automobiles entering Canada through Saskatchewan returned to the United States via the province of Manitoba, while about 9 per cent made the return trip through ports in Alberta.

Out of 45,712 cars entering through all ports in Alberta during the first three quarters of 1959, some 1,460 returned south of the border via Manitoba, 1,467 via ports in Saskatchewan and 12,273 through British Columbia, which in the case of the latter, represents almost 27 per cent of the total permit entries into Alberta. Of the cars travelling from Alberta to each of these provinces, the following proportions were long-term: Manitoba 1,418 or 97 per cent; Saskatchewan 1,290 or 88 per cent; and British Columbia 10,812 or 88 per cent. Information for the period shows that of all long-term automobiles arriving in Canada through ports in Alberta, the number leaving Canada by Manitoba and Saskatchewan in each case represented over 4 per cent of the total, while those vehicles making their exit in British Columbia accounted for 34 per cent. From January to September, 5,079 cars, all long-term, entered Alaska from ports in the Yukon Territory after originally entering Canada through ports in Alberta. Data for the same period show that slightly over 16 per cent of all the three day and over traffic which entered the country through Alberta, left Canada from ports in the Yukon Territory.

Some 9,018 cars, of which 8,207 or 91 per cent were long-term, left Canada via ports in Alberta after entering the country through British Columbia, while 5,435 travelled to the Yukon Territory then entered Alaska. Of this latter group, 4,994 or approximately 92 per cent fell into the long-term classification. During the first nine months of 1959 nearly 7 per cent of the long-term entries through British Columbia left Canada via ports in Alberta, while about 4 per cent exited from ports in the Yukon Territory into Alaska.

Traffic entering Canada through the Yukon Territory and returning to the United States via ports in other provinces comprises mainly vehicles making the return trip from Alaska to other States of the Union. By the end of the third quarter some 9,420 cars had made such a trip, of which 4,278 or 45 per cent had exited via British Columbia and 3,189 or 34 per cent by Alberta. In the case of the latter, for all intents and purposes, 100 per cent (3,188) made the trip in 3 days or over, while 3,859 or 90 per cent of the cars leaving by British Columbia after entering through the Yukon Territory were classified as long-term. Considering long-term traffic entering Canada through ports in the Yukon Territory during the period shown for 1959, between 45 and 46 per cent made their return to the United States via ports in British Columbia, while between 36 and 37 per cent left Canada through Alberta. Generally, a very small percentage of non-resident vehicles travelling in Canada on customs permits and remaining for three days or over, which enter through ports in the Eastern Provinces, exit via ports in the Western Provinces and vice versa.

**STATEMENT 5. Minimum Inter-Provincial Travel by Non-Resident Automobiles  
Travelling on Customs Permits<sup>1</sup> which Departed from Canada during the Four Months  
June - September, 1956 - 59**

Province of entry	American cars leaving Canada by a province other than that of entry				Percentage of all cars leaving province			
	1956	1957	1958	1959	1956	1957	1958	1959
Atlantic Provinces .....	7,127	7,435	7,078	7,986	6.4	6.8	5.8	5.7
Quebec .....	35,624	34,692	32,639	37,261	13.0	13.5	13.1	15.0
Ontario .....	54,569	54,069	50,954	58,271	5.4	5.1	4.9	5.4
Manitoba .....	6,706	7,079	7,211	7,784	21.9	22.6	21.2	22.5
Saskatchewan .....	2,971	3,176	3,417	4,222	22.6	22.8	23.3	27.6
Alberta .....	17,803	17,520	19,449	19,611	52.1	44.4	52.0	48.9
British Columbia and Yukon Territory .....	12,645	12,833	18,480	20,866	6.8	7.1	10.1	11.7
<b>Canada .....</b>	<b>137,445</b>	<b>136,804</b>	<b>139,228</b>	<b>156,001</b>	<b>8.3</b>	<b>8.1</b>	<b>8.3</b>	<b>9.0</b>

<sup>1</sup> Exclusive of commuters, summer residents and locals.

Statement 5 presents information on automobiles leaving Canada by a province other than that of entry and also as a percentage of all cars leaving the province, during the principal touring season from June to September inclusive, for the years 1956-59. There was an increase of 0.7 per cent over 1958 as 9.0 per cent of all cars leaving Canada left by a province other than that of entry. All provinces with the exception of the Atlantic Provinces and Alberta recorded higher percentages of vehicles leaving after

entering through other provinces. In this respect, the greatest percentage gain (4.3 per cent) was experienced by Saskatchewan advancing from 23.3 per cent in 1958 to 27.6 per cent in 1959, while Quebec gained 1.9 per cent, British Columbia and the Yukon Territory 1.6 per cent, Manitoba 1.3 per cent and Ontario 0.5 per cent, the lowest recorded. Decreases of 3.1 per cent and 0.1 per cent were registered in Alberta and the Atlantic Provinces, respectively.

#### Receipts from United States Travellers by Province of Entry

As explained in previous reports, an attempt to classify receipts from United States travellers by province of entry is handicapped by an inability to determine what part of the expenditures of Americans travelling from one province to another were allotted to the province of entry, the province of exit, or in any intervening province. However, it is possible that in automobile traffic the absence of such information does not detract too seriously from the usefulness of a breakdown of receipts according to province of entry, for when data regarding inter-provincial movements, collected in both the special survey and analysis of permits described elsewhere in this report is considered, it would indicate that the net effects of inter-provincial crossings in movements by automobile are not too great in most provinces. But less information is available on the provincial distribution of non-automobile traffic, as many points of entry by train and plane particularly, cover traffic destined to wider regions than the province of entry. It is obvious, for example, that most Americans travelling by rail in Alberta have entered Canada through another province.

Consequently, for the reasons explained above, data shown in Statement 6 are not intended to represent an accurate measurement of receipts within a particular province but are estimates of such, presented in the form of percentages of total expenditures for the years 1955-59. Over this period of time the provinces have, in general, retained their order of importance. Ontario has continued to receive over a half of the American expenditures and in 1959 accounted for 52.7 per cent of the receipts, a gain of 2 per cent over 1958. On the other hand, receipts in the province of Quebec were down almost the same amount (1.7 per cent) lowering that province's share to 16.4 per cent. An estimated 15.6 per cent of the total receipts were attributable to visitors travelling in British Columbia and the Yukon Territory, which is an increase of 0.6 per cent over the comparable 1958 figure. In 1959 the Atlantic Provinces recorded a decline of 0.7 per cent in receipts, reducing the proportion received to 8 per cent, while the provinces of Manitoba, Saskatchewan and Alberta reported approximately the same percentages as in 1958.

**STATEMENT 6. Distribution of United States Travel Expenditures in Canada by Province of Entry, 1955 - 59**

Province of entry	Percentage of total				
	1955	1956	1957	1958	1959 <sup>1</sup>
Atlantic Provinces <sup>2</sup> .....	7.7	7.9	7.5	8.7	8.0
Quebec .....	17.4	18.3	18.3	18.1	16.4
Ontario .....	53.6	51.5	50.4	50.7	52.7
Manitoba .....	2.7	3.0	3.0	2.9	2.8
Saskatchewan .....	1.5	1.6	1.3	1.6	1.5
Alberta .....	3.0	2.8	3.7	3.0	3.0
British Columbia and Yukon Territory .....	14.1	14.9	15.8	15.0	15.6
<b>Canada</b> .....	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

<sup>1</sup> Subject to revision.<sup>2</sup> Entering mainly through ports in New Brunswick.**Receipts from United States Travellers in Canada During 1959 classified by Length of Stay in Canada**

In 1959 a total of 29.9 million entries of United States travellers into Canada was recorded, representing an increase of 1.4 million or almost 5 per cent over 1958. Included in this figure, in addition to visitors remaining a normal period of time, are those who stay for weeks or months as well as persons classified as commuters, summer residents and locals. Because of the close social, economic and cultural relationships which exist between many border communities especially in the Windsor-Detroit and St. Stephen-Calais areas, the three groups of visitors referred to in the latter classification are responsible for a great number of short-term visits lasting less than 48 hours. In 1959 short-term visits again amounted to just over 84 per cent of the total volume, but due to the low average expenditures connected with this group, their contribution in the form of travel receipts continued to account for only about 23 or 24 per cent of the total amount received from United States travellers in Canada.

Statement 7 presents data on this short-term traffic movement as well as on the long-term category of visits lasting over 48 hours. Although non-residents included in the latter group only constituted approximately 16 per cent of the total number of visits, at the same time, their expenditures represented over 76 per cent of total receipts for the year.

Table 2 offers a more detailed analysis of non-resident motorists travelling in Canada on customs permits (exclusive of commuters, summer residents and locals) during the first nine months of 1959, classified by length of stay in days. Although figures for the final quarter of the year are not available, the patterns established for the nine-month-period are quite similar to those experienced during 1958 as a whole. Visitors remaining 1 day accounted for almost 35 per cent of the permits surrendered, those staying 2 days nearly 21 per cent and non-residents recording visits lasting 3 days approximately 12 per cent. Although generally, the number of permits recorded declines as the time spent in Canada increases, exceptions are the rule with regard to the 8 days, 15 days and 1 month visits, which appear to be more popular than others.

Both the average length of stay per car and per person amounted to between 4 and 5 days during the January to September period inclusive. Visitors remaining in Canada from 3 to 7 days represented almost 31 per cent of the total entries and averaged a 4.3 days stay. Non-resident motorists recording a visit lasting from 8 to 14 days accounted for nearly 10 per cent of the entries while averaging a visit lasting 9.8 days. Approximately 4 per cent of the entries remained in Canada for a period of 15 days or over, averaging over-all a visit of 36.5 days.

## STATEMENT 7. Expenditures of United States Travellers in Canada by Length of Stay, 1959

Mode of travel	Number of persons	Per cent of grand total	Expenditures	Per cent of grand total
		%	\$	%
Short-term traffic:				
Automobile:				
Non-permit or local traffic <sup>1</sup> .....	9,025,200	30.20	28,388,900	8.09
Customs permit holders:				
Commuters .....	13,100	0.04	1,104,700	0.31
Locals .....	47,100	0.16	1,322,800	0.38
Repeat trips .....	4,959,400	16.60	—	—
Other:				
1 day's stay <sup>2</sup> .....	3,701,400	12.39	12,743,800	3.63
2 days' stay <sup>2</sup> .....	1,803,800	6.04	15,622,100	4.45
Rail, in transit .....	304,900	1.02	—	—
Bus, in transit .....	54,800	0.18	164,200	0.05
Aeroplane, in transit .....	10,000	0.03	30,000	0.01
Other travellers (pedestrians, local bus, etc.) .....	5,187,600	17.36	24,755,900	7.05
<b>Totals .....</b>	<b>25,107,300</b>	<b>84.02</b>	<b>84,132,400</b>	<b>23.97</b>
Long-term traffic:				
Automobile:				
Customs permit holders:				
Summer residents .....	28,800	0.10	3,779,200	1.08
Other:				
More than 2 days' stay .....	3,252,400	10.89	128,808,700	36.68
Rail .....	314,200	1.05	35,907,900	10.23
Bus .....	337,400	1.13	26,764,100	7.62
Aeroplane .....	421,300	1.41	50,627,500	14.42
Boat .....	419,400	1.40	21,049,700	6.00
<b>Totals .....</b>	<b>4,773,500</b>	<b>15.98</b>	<b>266,937,100</b>	<b>76.03</b>
<b>Grand totals .....</b>	<b>29,880,800</b>	<b>100.00</b>	<b>351,069,500</b>	<b>100.00</b>

<sup>1</sup> January — September inclusive.<sup>2</sup> Not comparable with previous years.

## Special Survey of Non-Resident Travel Behaviour in Canada

As a result of the new procedure for admitting non-resident vehicles into Canada, which was introduced by the Department of National Revenue during the latter half of 1959, the special survey of these travellers conducted annually since 1955 was, of necessity, confined to the first half of the year only. Consequently, comparisons are not advisable and, thus, information discussed in this section will refer to the period from January to June 1959 inclusive, and should not be interpreted as representative of the year as a whole. Persons who may wish to estimate patterns of travel behaviour on a yearly basis or for any quarters would be aided by reference to the 1958 and 1957 editions of this report, wherein certain statements and patterns necessarily omitted in 1959 are described in greater detail.

In 1959 questionnaires were mailed to a sample of residents of the United States who had travelled in Canada on vehicle permits during the first half of the year. Provincial and seasonal distribution was taken into consideration in selection of the mailing list as well as the fact that, since long-term traffic was the most important source of receipts from the United States, a much greater proportion of this group were selected for the survey. The validity of information on expenditures and length of stay

obtained through the survey can be verified by comparison with the figures recorded on the surrendered vehicle permits. The response to the 1959 questionnaire survey was favourable with that received in former years and was sufficient for general observations.

In 1959 as in 1958, during the January to June period approximately 87 per cent of the Americans entering Canada on motor vehicle permits were adults. Moreover, slightly more than 10 per cent of the respondents indicated that this was their first visit to Canada.

Of the questionnaires returned, 84 per cent reported on one purpose of trip while the remainder reported on two or more. All questionnaires reporting purpose of trip, when weighted together, showed that almost 43 per cent of the respondents who had visited Canada for three days or more had come for purposes of recreation. Moreover, 16 per cent of this group also reported a first visit to Canada. Some 36 per cent of the respondents were on visits to friends or relatives while, at the same time, 6 per cent of those giving this purpose were on a "first trip". During the period covered in 1959, nearly 18 per cent of the respondents reported business as the purpose of trip.

**STATEMENT 8. Purpose of Visit<sup>1</sup> reported by American Motorists Visiting Canada,  
compiled Half-Yearly, Special Surveys 1958 and 1959**

	Percentage of questionnaires reporting main purpose of trip					
	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Other
<b>1958</b>						
First quarter .....	20.8	0.2	0.2	37.7	38.7	2.4
Second quarter .....	16.4	0.3	0.2	48.8	32.0	2.3
<b>Half-year</b> .....	<b>17.2</b>	<b>0.3</b>	<b>0.2</b>	<b>46.8</b>	<b>33.2</b>	<b>2.3</b>
<b>1959</b>						
First quarter .....	20.0	0.4	0.2	40.6	35.9	2.9
Second quarter .....	16.6	0.5	0.3	43.5	36.1	3.0
<b>Half-year</b> .....	<b>17.7</b>	<b>0.4</b>	<b>0.3</b>	<b>42.5</b>	<b>36.1</b>	<b>3.0</b>

<sup>1</sup> All questionnaires reporting purpose of trip and 3 days or more in Canada.

Data obtained on destination was confined to the three day and over group, as those staying in Canada a lesser period of time were assumed to have remained within the province of entry. In the first half of 1959, some 15 per cent of the respondents had indicated destinations beyond the province of entry. Compilations on a provincial basis showed a very large percentage of entries through Quebec (93 per cent) stayed within that province, whereas, on the otherhand, of entries through New Brunswick only 57 per cent remained within the province. The number of American motorists classified as "touring", that is who did not indicate a specific destination, accounted for approximately 9 per cent of the entries through ports in Nova Scotia, 5 per cent through New Brunswick and about 2 per cent through each of Ontario and Quebec, during the January to June period inclusive. In this same period, some 23 per cent of the entries through Alberta, 5 per cent through Saskatchewan and 3 per cent through British Columbia were in transit to Alaska.

During the period covered in 1959, some 32 per cent of the American visitors to Canada travelling by automobile and staying 3 days or more reported that they had received accommodation from friends or relatives. Hotels or resorts were patronized by 29 per cent of the respondents, while the number being accommodated by motor courts or motels was 26 per cent. The remainder specified tourist homes, camps, vacation cottages, trailer coaches and "other" types of accommodation.

An analysis of accommodation by purpose of trip revealed that over 50 per cent of the Americans on business in Canada preferred to stay at hotels

or resorts, while of those entering Canada to shop 60 per cent stayed at motels or motor courts. Nearly 38 per cent of the respondents indicating recreation stayed at hotels or resorts, 33 per cent at motels or motor courts and 14 per cent at vacation cottages. In addition, returned questionnaires showed that over three-quarters of those visiting friends or relatives found accommodation at their homes, with most of the remainder staying at motels or motor courts.

Accommodation at homes of friends or relatives was more frequent than other types during the first and second quarters of 1959, when all provinces of entry are considered. The proportion of persons receiving this type of accommodation was highest (44 per cent) in Saskatchewan, while New Brunswick accommodated 41 per cent of its visitors this way, Nova Scotia 39 per cent and, on the other hand, the Yukon Territory only 5 per cent. During this same period, hotels or resorts, the next most popular form of accommodation, were frequented by as many as 44 per cent of those receiving lodging in Quebec and as few as 21 per cent in each of Nova Scotia, New Brunswick and Saskatchewan. With the exception of the Yukon Territory, a larger proportion of visitors (45 per cent) motoring in Alberta stayed at motor courts or motels than in any other province, while the lowest percentage (18 per cent) was recorded in Quebec where, as mentioned previously, more people were prone to stay at hotels. Tourist homes were most popular with travellers in Nova Scotia and vacation cottages more widely used in Ontario, while camping out and trailer coaches were popular with visitors to the Western Provinces.

Returned questionnaires also indicated the approximate mileage travelled in Canada, compilations of which showed how it varied with length of

stay. During the period covered in 1959, those remaining in Canada for 1 day or less averaged 136 miles per trip, which is approximately 17 miles less than in the same period of 1958. Respondents who had remained in Canada two days during the first half of 1959 averaged 196 miles per trip, as compared

to 199 in 1958. The largest group of respondents, those remaining in Canada for three days or more, averaged 514 miles per trip during the first two quarters of 1959, or about 8 miles more than in the corresponding period of 1958.

**STATEMENT 9. Accommodation Used by Motorists from the United States While Travelling in Canada<sup>1</sup>, compiled Half-Yearly, Special Surveys 1958 and 1959**

	Motel or resort	Motor court or motel	Tourist home	Vacation cottage	Camp out	Trailer coach	Visiting friends or relatives	Other
	per cent							
<b>1958</b>								
First quarter .....	38.9	20.5	2.5	0.5	<sup>2</sup>	0.1	34.1	3.4
Second quarter .....	23.3	27.2	2.0	11.3	4.4	0.6	28.3	2.9
<b>Half-year .....</b>	<b>26.1</b>	<b>26.0</b>	<b>2.1</b>	<b>9.4</b>	<b>3.6</b>	<b>0.5</b>	<b>29.3</b>	<b>3.0</b>
<b>1959</b>								
First quarter .....	38.1	21.7	1.4	2.2	0.6	0.3	34.0	1.7
Second quarter .....	24.3	28.0	1.4	8.1	3.5	0.7	31.1	2.9
<b>Half-year .....</b>	<b>29.0</b>	<b>25.9</b>	<b>1.4</b>	<b>6.1</b>	<b>2.5</b>	<b>0.6</b>	<b>32.0</b>	<b>2.5</b>

<sup>1</sup> Automobile visits of 3 days or over in Canada.

<sup>2</sup> Less than 0.1 per cent.

Purpose of trip had an effect on the number of miles travelled as well. Those respondents remaining in Canada for three days or more who indicated shopping as the main purpose of trip had travelled an average of 647 miles during the period of January to June inclusive. Average distance travelled in miles for other purposes of trip showed formal study with 507, recreation with 492, business 443 and visiting friends or relatives with 404 miles. Those listing "other" reasons of trip averaged 1,880 miles during the first two quarters of the year. However, it must be noted that many of these persons are in transit to or from the United States and Alaska, which would account for the high averages recorded.

Average mileage travelled, by American motorists in Canada for three days or longer during the first two quarters of 1959, when classified by destination and province of entry, shows that an average of 376 miles was attained by motorists reporting destinations within the province of entry, while those travelling outside the province to their destination averaged 1,309 miles per trip.

Extensive data on length of stay and expenditures of Americans in Canada are determined directly from the surrendered travellers' vehicle permits. Similar information gathered through the special survey does not always coincide with the permit information, being subject to possible bias through an under-coverage in some length of stay classifications and an excessive coverage in others. For this reason, the importance of the survey in its

contribution to an analysis of American travel behaviour is mainly by yielding information on reasons for travel, destination, accommodation, mileage, etc.

Information on length of stay was divided into time spent at destination and time spent en route to destination, as well as whether or not the trip constituted part of a longer vacation, and finally the length of the whole vacation. American visitors during the first half of 1959 averaged about 16 days on vacation, of which they spent 9 days or 56 per cent of the time in Canada. Furthermore, of this 9 days, 75 per cent of the time was spent at destination and 25 per cent en route. Taken as a proportion of the whole vacation trip, American motorists remaining in Canada three days or longer allotted 42 per cent to vacation at destination and 14 per cent to en route travel in Canada.

During the first two quarters of 1959, Americans who came to Canada on business spent 75 per cent of their time at destination and 25 per cent travelling en route in Canada. Similarly, shoppers spent 57 per cent of their time at destination, those on recreation 70 per cent, those visiting friends or relatives 77 per cent and those specifying "other" reasons for the trip 43 per cent.

From January to June 1959, American motorists travelling for all purposes of trip to the province of New Brunswick spent 81 per cent of their time in Canada at destinations therein and only 19 per cent en route. On the other hand, with the exception of

the Yukon Territory, those travelling to Alberta allocated the smallest percentage of time (63 per cent) to destination, but the greatest (37 per cent) to en route travel. Respondents who had visited the provinces of Ontario and Quebec recorded 76 per cent of their stay at destination, while those visiting Nova Scotia spent 74 per cent of their time at destination, Manitoba 73 per cent, Saskatchewan 78 per cent, British Columbia 72 per cent and the Yukon Territory 48 per cent.

In 1959, despite the fact that only the first two quarters are available for comparison, the percentage of the American dollar spent on food or beverages (31 cents), lodging (22 cents), transportation (16 cents), miscellaneous reasons (14 cents), other merchandise (12 cents) and handicrafts and souvenirs (5 cents) does not vary too much from the breakdown of expenditures for the year 1958 as a whole.

A further breakdown of expenditures by purpose of trip revealed that persons on recreation were inclined to spend more on food and beverages and lodging but generally less on the other items. The next largest group of respondents, those visiting friends or relatives, allocated more of their expenditures to food and beverages although the amount spent on this commodity was slightly less than the over-all average. However, the amount expended by this group on transportation and purchases of other merchandise was considerably higher than the over-all average for these items. Persons travelling to Canada on business spent about 29 per cent of their money on food and beverages, 23 per cent for lodging, and 27 per cent for miscellaneous reasons. Considering expenditures by all purposes, shoppers had the distinction of spending the least amount of money on transportation (11 per cent), food and beverages (11 per cent), lodging (8 per cent) and purchases for miscellaneous reasons not specified (7 per cent), while, at the same time, spending the most on purchases of other merchandise (54 per cent) and handicrafts and souvenirs (9 per cent).

An analysis of expenditures by province of entry showed that respondents travelling in Alberta for 3 days or over spent more on transportation (33 per cent) and less for miscellaneous reasons not specified than travellers in any of the other provinces. Entrants through ports in Quebec accounted for the highest average expenditures on food and beverages and lodging, while the least amount spent on these two items occurred in the provinces of Nova Scotia and Saskatchewan, respectively. The lowest average expenditure reported for transportation was attributable to those respondents travelling in Quebec. Purchases of handicrafts accounted for the greatest proportion of the travel dollar in Nova Scotia and the least amount in Saskatchewan, while the

percentage of total expenditures on other merchandise and for miscellaneous reasons not specified was greatest in Manitoba and British Columbia, respectively.

American motorists who travelled in Canada for two days or more were queried on their impressions, and a summary of the remarks, both positive and negative, revealed that favourable comments were registered by 51 per cent of the respondents in the period January to June 1959 inclusive. Those commenting unfavourably accounted for slightly over 4 per cent of the visitors, while 23 per cent commented both positively and negatively. No comment, whatsoever, was forthcoming from 22 per cent of those queried.

All comments, first favourable and then unfavourable, were sorted into categories dealing with road conditions, hospitality, scenery, etc., both on a provincial and seasonal basis, enabling a more detailed analysis of the nature of the remarks. It was found that during the first half of 1959, 80 per cent of all comments were favourable. Furthermore, of all positive remarks, 31 per cent were attributable to Canadian hospitality, 25 per cent to scenery, 14 per cent to roads, 5 per cent to fishing facilities, 5 per cent to food, 4 per cent to cities and towns and 4 per cent to accommodation facilities. Americans were also impressed, but to a lesser degree, by attractions such as historical sites, camping facilities, highway markings, stores and the price of merchandise and the absence of billboards, plus a host of other features too numerous to mention. In addition, comments varied widely according to the province in which travel occurred, but are far too numerous to merit a detailed analysis.

Unfavourable comments accounted for 20 per cent of the remarks and were most frequent in connection with roads and the discount of the United States dollar. Approximately 27 per cent of all unfavourable comments were directed towards the condition of roads in Canada, while 17 per cent complained of the currency situation. Almost 9 per cent of the respondents objected to what they considered high prices for merchandise in Canada, while 5 per cent commented unfavourably on food and restaurants and 4 per cent on accommodation facilities. A large number of complaints (36 per cent) were registered about such things as poor drivers, road signs, traffic, liquor laws and camp-sites, which, to simplify matters, are considered collectively as "other" unfavourable comments. The proportion of American visitors commenting unfavourably on all other features encountered while motoring in Canada remained fairly constant throughout the first half of 1959, but similar to the favourable impressions recorded, considerable variation occurred when province of entry was taken into account.

### Distribution of Travel Expenditures<sup>1</sup> by Residents of the United States in Foreign Countries

Data released by the United States Department of Commerce indicates that a new high level was reached in 1959 as residents of the United States expended a total of \$2,380 million on foreign travel, some \$240 million or 11 per cent more than in 1958. Of this sum, \$1,600 million was spent in foreign countries, while the remainder (nearly \$800 million) was allotted to cover the cost of transportation. Foreign countries received a half of the fare total, thus increasing their share of receipts from approximately \$1.8 billion in 1958 to about \$2 billion in 1959, a gain of slightly over 11 per cent. An analysis of this increase shows that it stems from an expansion of 10 per cent in expenditures of United States residents in foreign countries, coupled with a rise of nearly 20 per cent in the amount paid to foreign ships and air lines. The latter received over \$200 million in 1959 which is eight times as much as they received in 1950, reflecting the growth in air travel and increased competition from foreign air lines. Fares paid to foreign ships have risen from \$120 million in 1950 to \$180 million in 1959 largely as a result of increased cruise travel, in spite of a decrease in the volume of sea travellers over this period. Whereas in 1958 United States carriers received 53 per cent of total transportation expenditures, this proportion was lowered in 1959 to 50 per cent. For the most part, the increase in foreign travel expenditures reflects higher personal incomes in the United States together with advancements in transportation and foreign hotel facilities.

Expenditures of United States residents in foreign countries during each quarter of 1959 showed an increase over the same quarter in 1958. Expenditures in the fourth quarter advanced 16 per cent as Americans spent \$323 million or an increase of \$44 million in comparison with the corresponding 1958 figure. The next largest percentage gain occurred during the first quarter with a total of \$258 million being expended or 10 per cent more than in 1958. Travel disbursements in the third quarter at \$617 million, while recording the largest quarterly gain in monetary terms (\$52 million), represented an increase of some 9 per cent over the July-September period in 1958. Expenditures of \$412 million in the second quarter were 8 per cent above corresponding 1958 disbursements. A substantial part of first quarter expenditures resulted from travel to Latin America, accounting for \$108 million or 42 per cent of disbursements, while Western Europe received 22 per cent. Western European countries received \$180 million or 44 per cent of American foreign travel expenditures in the second quarter and \$238 million or 39 per cent in the third. The second largest proportion of travel receipts in the second quarter, some \$106 million or 26 per cent, was received by Latin America while Canada occupied this position during the third quarter of 1959, accounting for \$206 million or 33 per cent of American expenditures in that period. However, in the final quarter of the year,

once again, the Latin American countries received a greater share than other areas with United States visitors allocating \$111 million or 34 per cent of their travel budget to this region, some \$8 million more than the \$103 million or 32 per cent spent in Western Europe. Thus, Western Europe seems to be the most popular travel area during the second and third quarters with the trend shifting to favour Latin American countries at other times of the year.

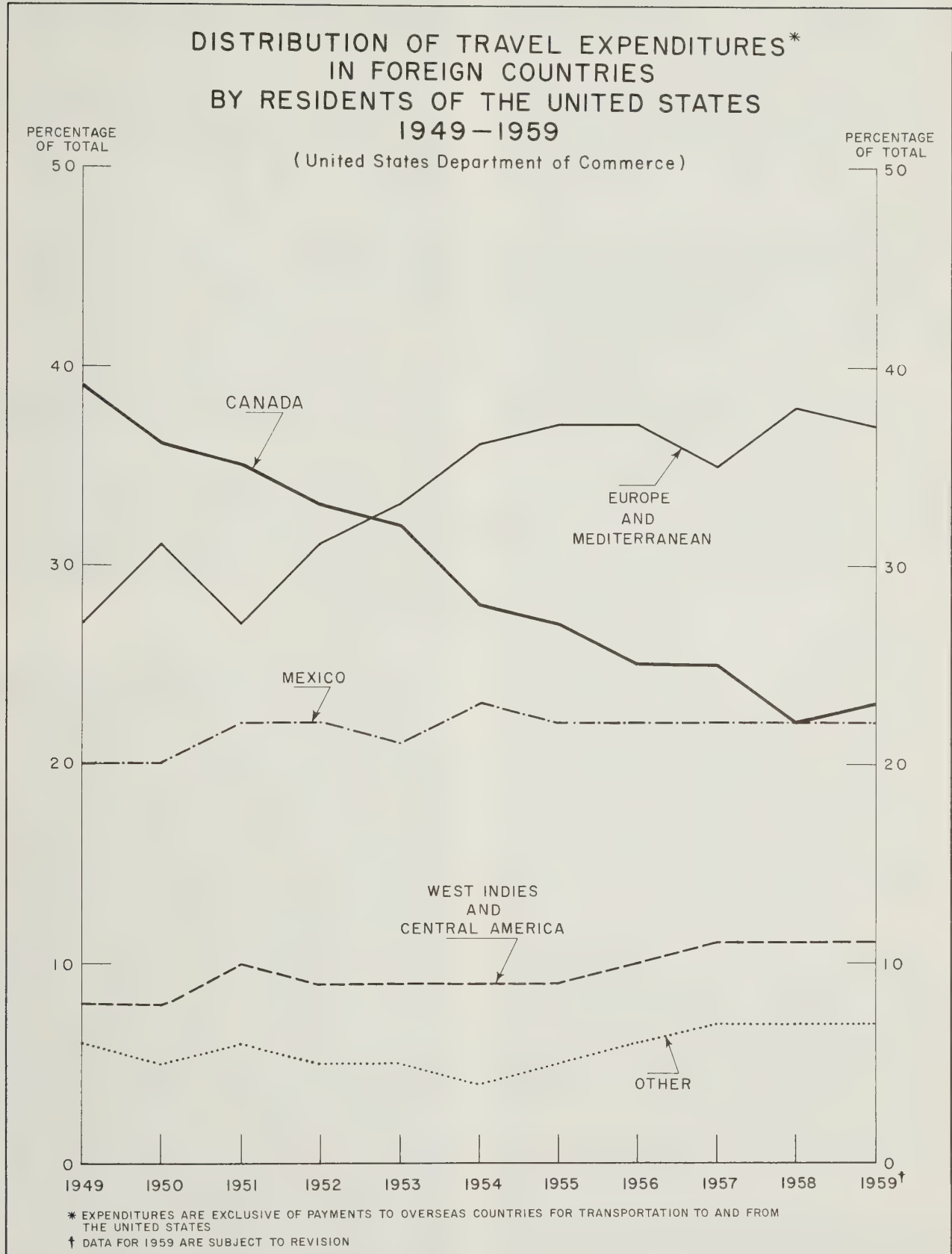
Travel to overseas countries by residents of the United States expanded in 1959 as 1,516,000 trips were recorded, some 118,000 or over 8 per cent more than in 1958. At the same time, expenditures while travelling in overseas countries advanced \$77 million to \$895 million, a gain of approximately 9 per cent over 1958. The greater proportion, 57 per cent or \$44 million of this increase, went to Europe and the Mediterranean area. However, this proportion declines to about 29 per cent when increased expenditures in this area are considered as a percentage of the total expenditure gain in all foreign countries including Canada and Mexico. Disbursements of United States residents travelling in the latter two countries accounted for almost half of the \$150 million increase in expenditures in foreign countries during 1959.

Expenditures in Europe and the Mediterranean area increased 8 per cent over 1958 to \$604 million, representing approximately 37 per cent of total travel expenditures in all foreign countries or 1 per cent less than in 1958. The number of American visitors to this area advanced some 68,000 or 11 per cent to 705,000, while average expenditure per person declined 3 per cent, indicating an increased proportion of air travellers who, because of the shorter travel time involved, average expenditures generally about 20 per cent below those reported by sea voyagers. In 1959 European trips on the average cost slightly over \$1,500 (of which \$650 covered the transatlantic fare). The average cost per trip for air travellers at \$1,400 was \$300 less than the \$1,700 averaged per sea traveller. It should be noted, that of United States travel expenditures in Europe and the Mediterranean area, only 17 per cent or \$102 million was expended on trips to the United Kingdom. Although this sum greatly exceeds the amount spent by Canadians in the United Kingdom (some \$60 million in 1959), nevertheless, Canadian expenditures in that country represent over 50 per cent of the total amount disbursed on travel in Europe. A relatively greater number of Americans appear to prefer Continental travel to travel in the United Kingdom area. American travel to countries other than the United Kingdom is also influenced by the fact that a large proportion of the foreign born population have origins in countries on the Continent.

American travel expenditures in Canada have already been discussed in this report and need not be repeated, except to mention that the amount spent by Americans in Canada during 1959 represented once again the largest share received by any single

<sup>1</sup> In terms of United States dollars.

CHART-I



foreign country. Furthermore, this share, which represented 23 per cent of American travel expenditures in 1959, although a gain of only 1 per cent over 1958, was the only increase recorded for Canada during the 10 year period beginning 1949. The increase itself, over \$40 million or approximately 13 per cent, was the largest year-to-year increase experienced since 1945. Generally, however, although travel payments to Canada have risen steadily in terms of dollars since then, they have been slowly declining as a percentage of total United States payments to all foreign countries.

Mexico received \$350 million from American visitors in 1959, an increase of almost 10 per cent in comparison with \$319 million received in 1958. A distinction must be drawn between short-term and long-term expenditures in Mexico. The fact that the latter category accounts for only one-third of the total payments is explained by the low volume of visitors travelling the longer distances required to reach larger urban centres within the interior. Travel to Mexico stems mainly from neighbouring California and Texas, although a substantial amount originates in New York which offers convenient air connections. Popular attractions within the interior of Mexico itself are Mexico City and certain holiday resort areas on the West Coast such as Acapulco. However, two-thirds of Mexico's receipts and most of the 10 per cent increase over 1958 were concentrated in centres at or near the United States border, as a result of Americans making frequent but brief crossings. Furthermore, evidence indicates that this short-term traffic does not vary greatly according to the season of year as is the case with travel to Canada. Payments for travel to the Latin American republics, principally Mexico, amounted to \$108 million in the first quarter, \$106 million in the second, \$116 million in the third and \$111 million in the final quarter of 1959. In comparison, American travel expenditures in Canada (in terms of United States dollars) varied from \$29 million in the first quarter to \$206 million in the third quarter. Therefore, rather than remaining relatively constant throughout the year, Canadian travel receipts from the United States are greatest during the principal touring season of the third quarter, at which time they are significantly higher than Mexico's.

The number of United States residents visiting the West Indies and Central America advanced from 645,000 in 1958 to 677,000 in 1959, a gain of some 5 per cent, in spite of the fact that many travellers avoided trips to Cuba in view of the situation there. Expenditures of this group of travellers increased from \$156 million to almost \$175 million or an expansion of 11 per cent, accompanied by an increase in average expenditure per person. Most of the additional expenditures resulted from increased cruise travel to this area.

Some 59,000 Americans visited South America in 1959 and spent \$41 million. The gain of \$4 million in travel expenditures to this area was about average (11 per cent) but the increase of 14 per cent in the number of travellers was slightly higher than usual. An average expenditure of \$695 per person was somewhat lower than in 1958.

In other overseas countries, principally those of the Far East, United States residents expended \$76 million, 17 per cent more than in 1958 and the greatest relative rise experienced by any foreign country.

Chart I indicates that the distribution of American travel expenditures to Mexico, the West Indies and Central America, and other foreign countries has remained constant over the last three years at 22 per cent, 11 per cent, and 7 per cent, respectively.

A further analysis of United States residents travelling overseas according to type of transportation used reveals a slight gain of 3 per cent for travel by air and a corresponding 3 per cent drop in the proportion travelling by sea. In 1959, some 1,237,000 or 82 per cent of the Americans travelling abroad did so by air, while 279,000 were transported by sea. Air lines carried the majority of traffic to all principal areas considered, accounting for 92 per cent of the travellers to the West Indies and Central America, 88 per cent of those visiting South America, 83 per cent of the trips to "other areas" and 71 per cent of the travel movement between the United States and the Europe-Mediterranean area. The greatest percentage gain recorded (5 per cent) occurred in air travel to the latter mentioned area, while the proportions choosing to travel by air and sea to the West Indies-Central America region and South American area remained unchanged in comparison with 1958.

A breakdown of foreign travellers to the United States (exclusive of Canadian and Mexican) according to purpose of visit reveals that 336,000 or 62 per cent indicated pleasure, 96,000 or 18 per cent were in transit and 89,000 or 16 per cent were on business, with the remainder, some 23,000 or 4 per cent, entering the United States as students. Only the percentage of visitors whose purpose was pleasure or who were in transit differed from the proportion indicating these two purposes in 1958. The difference in each case amounted to 4 per cent, a decrease for the former category but an increase for the latter. Visits for reasons of pleasure accounted for 72 per cent of the entries from the West Indies, Central American and South American regions taken together, 57 per cent of the visitors from Europe and the Mediterranean, and 41 per cent of those arriving from other overseas areas, representing decreases of 3 per cent for the first two areas and 5 per cent for the latter over similar figures for 1958. The greatest proportion of in transit travellers (25 per cent) originated in "other overseas countries", remaining unchanged over 1958, while the proportion entering from Europe and the Mediterranean advanced 3 per cent to 19 per cent and those travelling in transit from the West Indies, Central American and South American countries increased about 4 per cent to 14 per cent. Of the visitors on business the greatest number originated in Europe and the Mediterranean area, which accounted for 23 per cent in 1959 while, at the same time, a slightly lower proportion (22 per cent) were from "other overseas areas". Generally,

the percentage of those travelling to the United States on business from the various areas showed little change over 1958. The same proportion of students (5 per cent) entered the United States from the West Indies, Central America and South America as in 1958. A slight increase was recorded as 12 per cent of the visitors from "other overseas areas" were students, while the proportion arriving from the remaining areas showed little change over 1958.

An analysis of foreign travel to the United States reveals that in 1959, about \$900 million or 9 per cent more than in 1958 was expended by foreign visitors. Approximately the same amount (\$90 million) was paid in the form of fares to United States ships and planes as in 1958. The greatest share of the \$77 million increase was attributable to the spending of Canadians and Mexicans who disbursed \$53 million more than in 1958.

Canadians themselves accounted for over a half of the total receipts from all foreign countries, spending about \$462 million (in United States dollars) or an increase of 9 per cent over 1958.

Mexican visitors contributed 18 per cent of foreign travel receipts in 1959 as they spent a total of \$160 million. An interesting feature of Mexican expenditures in the United States arises from the fact that the comparative supply of goods and their relative attractiveness induces more frequent border

crossings by Mexicans for routine purchases. In 1959, some \$138 million or 86 per cent of Mexican expenditures occurred along the United States border.

The remaining Latin American republics and nearby Caribbean dependencies accounted for 15 per cent of the total, while receipts from European (including the U.K.) and Mediterranean visitors, although up 14 per cent over 1958, represented little more than 14 per cent of total foreign expenditures in the United States.

The United States travel deficit with other countries increased by \$134 million to a total of \$1 billion in 1959. Most noticeable was the excess of payments over receipts—a half billion dollars—resulting from travel between the United States and Europe, which reflects to a certain extent the significant difference in average personal incomes existing between these two areas.

The United States deficit on travel account with Mexico amounted to \$190 million in 1959, an increase of \$87 million since 1950.

The excess of payments over receipts for transportation fares moved closer to \$300 million in 1959. However, offsetting this deficit considerably is the payment received from foreign ships and planes which are subject to various port charges on their arrival in the United States.

#### Method of Compiling Data on International Travel

The system of recording data on international travel between Canada and other countries which had been carefully developed over many years underwent further revisions during the latter part of 1959. Methods described in the 1958 annual report are applicable to the end of September 1959 but a new procedure for admitting non-resident vehicles into Canada was introduced by the Department of National Revenue the first of October. Regulations allowing foreign vehicles to enter Canada without applying for a traveller's vehicle permit were changed and a simplified form of permit was adopted. Under the former procedure vehicles intending to remain within the jurisdiction of the port of entry and return to the United States via the same port within 48 hours were allowed to enter Canada without applying for a traveller's vehicle permit. These entries were, for statistical purposes, classified as Non-Permit Class (local traffic). Under the new procedure all non-resident motorists must be in possession of a traveller's vehicle permit which is surrendered at the port of exit. Motorists entering Canada frequently at the same port may apply for a standing (L) permit which may be renewed periodically but must be shown each time they enter or leave Canada. These changes have made it necessary to present data on foreign vehicles in a new form. Revised methods currently in use are described in the following pages and are applicable to data beginning October 1, 1959.

Statistics on international travel comprise many types of travellers, including persons travelling for holiday, vacation or health; whether paying for

expensive accommodation or visiting friends or relatives; businessmen and officials; delegates to conventions or conferences; and the many re-entries of summer residents and commuters. Included are persons travelling in transit through Canada over the most direct route between two points in the United States irrespective of the type of transportation, also Canadians travelling in transit through the United States between two points in Canada. Visits to either country may vary from a period of an hour or less to others extending for many months. "Tourists" in the more limited sense of the word are only a part of the great volume of traffic and it is impossible for border officials to record all crossings according to purpose of visit.

Where possible, classifications of traffic already in use by Canadian Customs and Immigration officials are employed in recording the volume of travel. Supplementary procedures are used where existing classifications do not provide a suitable breakdown of traffic. Immigration officials maintain separate records of direct arrivals from overseas countries according to country of last permanent residence. This permits a segregation of overseas travellers, most of whom stay for relatively long periods, from entries by residents of the United States whose visits are considerably shorter on average.

Similarly, Immigration officials keep records of residents of Canada returning directly from overseas countries apart from persons returning from visits to the United States. Persons returning from trips to

Entries from the United States are grouped by Immigration officials into two broad classifications termed non-immigrant arrivals from other countries and residents of Canada re-entering after visits to other countries. They are also shown according to port of entry and type of transportation as follows: train, boat, through bus, aeroplane, and a residual classification designated as highway ferry, which includes persons entering by automobile, commercial vehicle, local bus, pedestrians, etc. Statements, classified according to the categories referred to above, are compiled by the Department of Citizenship and Immigration and made available to the Dominion Bureau of Statistics showing the number of persons entering Canada from the United States each month.

Existing customs regulations require the use of a traveller's vehicle permit for all foreign vehicles entering Canada. This document is completed in duplicate when the foreign vehicle enters Canada, the duplicate copy being held at the port of entry, while the original is retained by the motorist during the length of stay in Canada. The date and port of entry appear on the permit and when surrendered by the motorist at the point of departure from Canada, the date and port of exit are also recorded. If the permit is surrendered at a port other than that of entry it is then forwarded to the original port of entry where it is matched with the duplicate as evidence that the vehicle has been exported. After the records have been completed at the port of entry the original is then mailed to the Bureau of Statistics for statistical purposes. This copy contains a question asking for a report of expenditures in Canada for all purposes and, the answer, being voluntary, is given by the motorist when the information is still fresh in the mind. This document is a major source of statistical information as it is used by the most important of all types of traffic. In addition to the information on expenditures of foreign motorists in Canada, it provides data on the state or country of origin of the vehicle, the length of stay in Canada, number of persons using this type of transportation, special groups commuting regularly or making many trips under standing (L) permits, etc., and the ports of entry and exit which on examination are useful in determining possible routes through Canada. Without this document, a sample of which is repro-

[illegible]

To be mailed to Balance of Payments Section, International Trade Division,  
Dominion Bureau of Statistics, Ottawa. In special envelope at the close of each month.

## Monthly Statement of Canadian Vehicles Returning to Canada

Month \_\_\_\_\_

Port \_\_\_\_\_

Date	Automobiles			Motorcycles	Bicycles	Commercial vehicles	Taxis	Horse-drawn vehicles
	24 hours or less	Over 24 hours and under 48 hours	48 hours and over					
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								
31								
Total								

Date \_\_\_\_\_

\_\_\_\_\_  
Customs and Excise Officer

To be mailed to Balance of Payments Section, International Trade Division, Dominion Bureau of Statistics, OTTAWA,  
in special envelope at the close of each month.

duced in this report, it would be impossible to supply most of the information that is requested from year to year.

Permits covering vehicles which remain in Canada over 24 hours are processed by mechanical tabulation to make it possible to apply appropriate rates of expenditure to the heavy spending groups according to volume involved. Moreover, the average expenditure per vehicle becomes higher as the length of stay increases making it advisable to

apply a suitable rate to the appropriate volume according to length of stay. Average expenditure rates are compiled from forms declaring expenditures in Canada and are tabulated on a provincial basis as considerable variation appears in the different provinces. There is no reason to question the length of stay compiled from the traveller's vehicle permit as the date of entry and date of departure are clearly recorded by Customs officials as the vehicle crosses the border.

E 50  
TRAVELLER'S  
VEHICLE PERMIT



CANADA

CUSTOMS

5011504

WELCOME TO CANADA! THIS IS YOUR CAR PERMIT. PLEASE  
SURRENDER IT TO CUSTOMS AT THE BORDER PORT OF EXIT.

## DESCRIPTION OF VEHICLE

YEAR AND MAKE	LICENCE NO.	STATE

DATE ISSUED \_\_\_\_\_ VALID FOR \_\_\_\_\_ MONTHS.



E 29 ☐ E 29. B ☐  
PLEASE READ OTHER SIDE

Permits issued to vehicles on a standing basis are separated from other permits and treated as a special category. This includes motorists who travel daily or regularly to work or business in Canada, many owners of summer residences in Canada, and others who enter Canada frequently at the same port for short periods to shop, visit friends or relations, attend meetings, go to their club, etc. and, therefore, are well-known to port officers. Motorists within any of these categories may apply for a standing (L) permit, which must be renewed periodically, but it is then only necessary to show the permit each time they enter and leave Canada. All crossings after the original entry when the standing (L) permit was issued are recorded as repeat trips. Expenditures which cover the period of time the motorist was in possession of the standing (L) permit are applied to this category. To supplement the information collected from the permit, a special form was introduced in May 1960, whereby a questionnaire and trip card are handed the motorist when he makes application for the special standing (L) permit. The trip card provides a convenient method of recording the number of trips and expenditures in Canada during the tenure of the permit. The questionnaire when completed offers a more complete analysis of this type of travel which is chiefly of a local nature but involves many crossings into Canada.

Permits showing the length of stay in Canada as 24 hours or less are not processed by mechanical tabulation. The volume of forms in this category is very heavy but the average expenditure per vehicle

## NOTE

YOU CAN HELP CANADA IMPROVE TRAVEL FACILITIES BY ESTIMATING HOW MUCH YOU AND YOUR PASSENGERS SPENT IN CANADA FOR ALL PURPOSES ON THIS VISIT. (INCLUDE CREDIT CARD PURCHASES). THIS INFORMATION IS STRICTLY CONFIDENTIAL.

\$

The vehicle for which this permit is issued is liable to seizure and possible forfeiture if it is:

- (a) used by a resident of Canada,
- (b) used for the transport of persons or goods for hire or reward or of goods for sale, or
- (c) not re-exported from Canada before the end of the period for which the permit is valid.

Application for renewal of this permit should be made to the nearest Collector of Customs and Excise.

Use of your car in Canada is subject to the Motor Vehicle Regulations of the Province in which it is operated.

is low. Many visits are not likely to exceed an hour or two and, therefore, data on expenditures are compiled separately from visits of longer duration. In view of the length of stay, motorists in this category are not so important as a source of revenue, consequently, because of the number of forms to be processed, some of the detail as compiled for the long-term traffic must necessarily be eliminated. Therefore, tabulation of the state or country of origin of the short-term vehicles has been discontinued as well as information on possible routes through Canada. However, with the exception of in transit travel, a high percentage of the short-term traffic returns to the United States via the port of entry into Canada.

Visitors from other countries using carriers other than automobiles are classified by the type of transportation used to enter Canada. The United States Department of Commerce collects data on travel expenditures in Canada by residents of the United States on Form 536 reproduced (through the courtesy of the United States Department of Commerce). Summaries from the compilation of these questionnaires are made available to the Dominion Bureau of Statistics. Declared expenditures are averaged according to type of transportation and province of re-entry from Canada to the United States. After the necessary adjustments are made to the figures on volume, the rates obtained are applied to the appropriate number of residents of the United States travelling in Canada via rail, through bus, boat and plane.

## DOMINION BUREAU OF STATISTICS

Travel Statistics Unit

OTTAWA, CANADA

**CONFIDENTIAL QUESTIONNAIRE TO RESIDENTS OF THE UNITED STATES  
IN POSSESSION OF A STANDING (L) TRAVELLER'S VEHICLE PERMIT**

1. Date and port where your traveller's vehicle permit was issued:

Date \_\_\_\_\_ Port \_\_\_\_\_

2. Where do you usually enter Canada from the United States? \_\_\_\_\_

3. Where do you usually re-enter the United States from Canada? \_\_\_\_\_

4. What is your normal destination (nearest city or town) in Canada? \_\_\_\_\_

5. What is the main purpose of your visits?

(a) ☐ Commuting to place of employment in Canada.(b) ☐ Commuting daily or weekly to cottage or other place of residence.

(c) Local trips to border communities for:

1. ☐ Recreation or amusement.2. ☐ Shopping.3. ☐ Visits to friends or relatives.4. ☐ Other (please specify) \_\_\_\_\_

6. Approximate number of repeat visits to Canada while in possession of this permit \_\_\_\_\_

7. Average length of stay on each repeat visit \_\_\_\_\_

8. Number of persons normally in the vehicle as it enters Canada \_\_\_\_\_

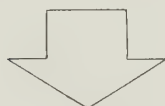
9. Approximate amount spent in Canada for all purposes while in possession of this permit: (include cash or credit transactions for living expenses, taxes, rentals, electricity, repairs, services, licences or other fees, merchandise, automobile expenditures, amusements, etc.) \_\_\_\_\_ \$ \_\_\_\_\_

10. Please give the approximate date and the port where you intend to surrender your permit:

Date \_\_\_\_\_ Port \_\_\_\_\_

**Your co-operation in this survey will be appreciated.**

RE-FOLD SO THAT ADDRESS  
OVERLEAF IS EXPOSED IN  
WINDOW OF ENVELOPE



## DOMINION BUREAU OF STATISTICS

DOMINION BUREAU OF STATISTICS

Travel Statistics Unit

OTTAWA, CANADA

**CONFIDENTIAL QUESTIONNAIRE TO RESIDENTS OF THE UNITED STATES  
IN POSSESSION OF A STANDING (L) TRAVELLER'S VEHICLE PERMIT**

**TO THE AMERICAN VISITOR**

For your convenience, this questionnaire has been divided into two parts. This part, the questionnaire itself, need not be completed until near the end of your season of visits to Canada.

The enclosed card, (your trip account) which you would use more frequently, may be kept in the glove compartment of your car, or somewhere convenient to you.

This survey is being made in an effort to obtain more information on movements and activities of persons visiting Canada on Travellers' Vehicle Permits. The permit you are presently holding has the letter (L) as a prefix to the serial number and is used to indicate traffic of a local nature. This type of permit entitles you to make repeat trips into Canada during the period for which it was issued. This privilege has eliminated much of the delay in crossing the border but, at the same time, because many trips are covered by the permit, has created a problem in the compilation of travel statistics. This questionnaire has been designed in a manner which will make it easy for you to record the necessary information. It will be treated as confidential and used solely for statistical purposes.

Statistics on travel are very important to countries interested in maintaining reliable records of international accounts and are useful to the country in which you reside as well as the country in which you are visiting. Reliable data on the amount of money spent on international travel serves the same purpose in analysing the economy of a country as accurate information on the value of exports and imports. Statistics are also widely used by various levels of government in work on tourist promotion. The information you give on this questionnaire, when compiled with many others, will be useful in helping Canada improve facilities for travellers. We would like to thank you in anticipation of your co-operation.

PLEASE SEE REVERSE SIDE



Kindly retain this form and envelope while you are in possession of the (L) permit and either surrender it at the same time as your permit or drop it in the nearest Canadian mail box.

Dominion Bureau of Statistics,  
International Trade Division,  
Travel Statistics Unit,  
OTTAWA, Ontario, Canada.

## FOR CONVENIENCE OF REFERENCE, CARD COULD BE KEPT IN GLOVE COMPARTMENT

This card may serve as a convenient method for you to record the number of trips and expenditures in Canada for purposes of reporting on the accompanying statistical questionnaire at the time your permit is surrendered. Figures may be recorded either weekly or monthly. The information on this form can also be used as a personal record.

Enter Year	1st Week Trips		2nd Week Trips		3rd Week Trips		4th Week Trips		5th Week Trips		Trip Total for Month	
	No.	Expenses	No.	Expenses	No.	Expenses	No.	Expenses	No.	Expenses	No.	Expenses
		omit \$		omit \$		omit \$		omit \$		omit \$		omit \$
January												
February												
March												
April												
May												
June												
July												
August												
September												
October												
November												
December												

7503-68.2; 6-4-60

The Canadian Government Travel Bureau provides a free **Travel Counselling Service** to help you get the most out of a vacation in Canada. Inquiries by you or your friends may be directed to any of the following offices:

Canadian Government Travel Bureau,  
Kent Building,  
150 Kent St.,  
Ottawa, Canada.

Canadian Government Travel Bureau,  
Canada House,  
680 Fifth Avenue,  
New York 19, New York.

Canadian Government Travel Bureau,  
102 West Monroe Street,  
(Corner Clark Street)  
Chicago 3, Illinois.

Some of the adjustments which are necessary to the data on volume are as follows: nearly half of the non-residents entering Canada by rail are travelling in transit on American railroads following the short route between Detroit and Buffalo through southwestern Ontario. In 1959 some 304,900 persons were within this category but their expenditures can be considered negligible as they have little or no opportunity to leave the train and spend money in Canada. Ferry traffic across rivers or other short distances of water between Canada and the United States is excluded from entries by boat. Data on the number of arrivals by boat consist principally of passengers carried by vessels operating on the Pacific Coast, entries to the Atlantic Provinces, and certain points in Ontario but the latter are more seasonal in nature. Appropriate rates are used for each region according to the type of traffic with further refinements at ports admitting special traffic. Bus traffic is exclusive of local bus traffic between border communities such as the tunnel busses operating between Windsor and Detroit. Bus passengers travelling across southern Ontario have more opportunity to spend money on Canadian goods and services than in transit rail passengers and are credited with spending a nominal rate much lower than the regular averages for bus traffic. A moderate number of persons entering in the Windsor-Fort Erie areas are considered as in transit between Detroit and Buffalo. With regard to plane traffic a small deduction is made for passengers flying in transit

between the United States and Alaska. In transit plane passengers are given a rate comparable to that used for in transit bus passengers but much lower than the rate used for regular plane traffic. Boat traffic, too, presents a variegated pattern requiring special treatment. The remainder of the United States residents travelling in Canada are grouped into a residual class called "Other Travellers" and include persons proceeding on foot or by ferry, taxi, motorcycle, bicycle or local bus. This group also is treated separately and a special rate used as the average rate of expenditure per visit is much lower than for other types of travel, with the possible exception of the in transit classifications.

The number of persons visiting Canada from overseas countries is small compared to the volume of traffic from the United States. However, the average duration of stay is normally much longer than visits from the United States and the cost of ocean transportation involves substantial expenditures. Usually, between 35 and 45 per cent of the visitors from overseas countries arrive on Canadian carriers and international transportation costs paid to Canadian companies are included in the receipts of visitors from overseas countries. On the other hand, international transportation costs paid to foreign carriers are, of course, not included in the estimates of receipts from residents of overseas countries. Average expenditures of the visitors from overseas countries vary from a few hundred dollars

FEES AND POSTAGE PAID  
U. S. DEPARTMENT OF COMMERCE

### *Expenditures of United States Travelers in Canada*

Please assist by replying to the questions on the reverse side and mailing this card.

This questionnaire has nothing to do with customs enforcement. Its sole purpose is to enable the United States Department of Commerce to estimate total travel expenditures in computing the balance of international payments of the United States.

*No postage is required.*

**OFFICE OF BUSINESS ECONOMICS,  
DEPARTMENT OF COMMERCE,  
WASHINGTON 25, D. C.  
BE-50**

16-53819-8

Form 536-Revised (4-57)	<b>NO SIGNATURE REQUIRED</b>	Budget Bureau No. 41-R319.7. Form approved.
1. DATE OF ENTRY INTO CANADA		PLACE OF ENTRY
2. HOW DID YOU ENTER CANADA? (Check one)		3. DATE OF DEPARTURE FROM CANADA
<input type="checkbox"/> TRAIN <input type="checkbox"/> BUS <input type="checkbox"/> BOAT <input type="checkbox"/> PLANE <input type="checkbox"/> OTHER		
4. PRINCIPAL CANADIAN CITIES OR TOWNS VISITED ON THIS TRIP		
5. APPROXIMATE AMOUNT (in United States dollars) SPENT FOR:		
(a) TRANSPORTATION (Include fares purchased in Canada and through transportation purchased in the United States to points in Canada) . . . . . \$		
STATE WHERE SUCH THROUGH TRANSPORTATION WAS PURCHASED		
(b) ALL OTHER PURPOSES IN CANADA (Include lodging, food, purchases, amusements, taxis, gifts, etc.) \$		
6. WAS THIS TRIP PRIMARILY FOR BUSINESS PURPOSES? <input type="checkbox"/> YES <input type="checkbox"/> NO		
7. NUMBER OF TRAVELERS COVERED BY THIS RETURN (Including yourself)		
8. CITY AND STATE IN WHICH YOU RESIDE		
Thank you - Your cooperation is appreciated		

16-53819-9 GPO

for residents of the West Indies to more substantial amounts for residents of distant countries like Australia and New Zealand.

In attempting to estimate receipts from travel in Canada recognition must be given to the fact that the visits may vary considerably; such as the casual trip of a resident of the United States who may walk across the border for an hour or less or cross from a border community for a short time. Again, perhaps the visit of a family spending two or three weeks vacation or persons who may stay several months in Canada. From observation over a period of years, it has been established that expenditures follow a definite pattern from year to year and vary according to the type of transportation used, type of visitors, length of stay, etc. Consequently each type must be treated separately, as explained above, otherwise a sample average applied to such a heterogeneous mass of travellers would give a figure on travel that would be of little value. Each of the various classifications form a different proportion of the aggregate, therefore, it is important that an average expenditure that is representative

for the type of visitor be applied to the number of visits within each category. A simple average could be used only if the various classifications were homogeneous in their nature but this is not true of travel in Canada by residents of other countries. The more typical "tourists" spending summer vacations in Canada are merely a small part of these movements and average expenditures representative of their visits cannot be applied to the many other groups crossing the border.

In estimating expenditures on travel outside Canada by Canadians the principles involved are much the same as those described for estimating expenditures on travel in Canada by residents of other countries. As already mentioned, records of all residents of Canada returning from visits to the United States are maintained separately from the numbers returning directly from visits to overseas countries. These records are broken down showing the number returning by the various types of transportation, and in the case of persons returning from visits to the United States the volume of traffic is heavy and of great diversity. The volume of auto-

mobile traffic is recorded daily by the Customs officers at all ports of entry according to length of stay and reported to the Dominion Bureau of Statistics at the end of each month on form T-C. Periodically a sampling procedure is applied in order to obtain the average expenditure and number of persons per vehicle. During the sample period a form E60A (as shown) is completed for each vehicle re-entering Canada. Around 80 per cent of the residents of Canada returning from visits to the United States use automobiles for transportation.

**E 60A**

**PLEASE HELP BY ANSWERING  
THESE QUESTIONS**

For use of Dominion Bureau of Statistics in estimating total tourist and travel expenditures.

1. Number of persons in your car including driver.....
2. Length of stay in the United States .....
3. Approximate total amount spent in the United States on this visit by you and those in your car for all purposes (examples: gas, oil, repairs, lodging, food, beverages, merchandise, amusements, etc.) .....

Total \$..... Indicate whether  
Canadian ☐ or United States ☐ Dollars.  
**FOR STATISTICAL PURPOSES ONLY**

No signature necessary

Motor Car	<input type="checkbox"/>	Commercial vehicle	<input type="checkbox"/>
Motorcycle	<input type="checkbox"/>	Taxi	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	Horse drawn vehicle	<input type="checkbox"/>

7503-30 : 21-10-53

A selection of Canadians returning by non-automobile transportation is sampled by means of a post card questionnaire distributed at the border by Immigration officials. This form (shown in the report) requests data on length of stay, port of entry into the United States and re-entry into Canada, number of persons, total expenditure outside Canada, and also the type of transportation used to ensure that the information compiled may be applied to the proper classification.

Additional information on the characteristics of Canadian travel in the United States is compiled from questionnaires mailed to a selected group of Canadians returning from the United States. The questionnaire used for this segment of travel is printed on both sides with page 1 requesting information on visits to the United States, while page 2 is similar to the overseas questionnaire used for persons returning from abroad. Thus, the respondent is given an opportunity to report visits to countries other than the United States, as well as the time spent in the United States en route to their destination. Expenditure estimates for this group are segregated between the United States and overseas countries on the basis of the sample. Similarly, overseas transportation costs paid to United States carriers are segregated and included with expenditures of Canadians in the United States. A copy of the questionnaire appears in this report.

In addition to other items of interest, persons selected for this survey are asked for the purpose of trip, destination in the United States, whether the trip was in transit through the United States to another province in Canada, cost of transportation apart from other expenses, point in Canada from which the trip originated and the total of all expenditures outside Canada.

Although the number of persons returning from visits to overseas countries amounts to a very small percentage of the total, this segment of traffic has become increasingly important during the past few years. The amount of money involved in Canadian travel to overseas countries is of greater importance than indicated by the number of visits. The average duration of stay is much longer than trips to the United States and the cost of ocean transportation involves substantial amounts. Travel to overseas countries via Canadian carriers, however, does not entail a payment for non-resident services and ocean transportation paid to such lines is not included in the estimates of Canadian expenditures in overseas countries. Transportation paid to foreign carriers, on the other hand, is included in the estimates of Canadian expenditures in overseas countries. Between 50 and 60 per cent of ocean transportation goes to foreign carriers and is included in the estimates. The questionnaire asks the respondents to state whether they travelled overseas by air or steamship and the name of the company supplying the transportation to and from North America. Persons selected for the samples are also asked to give the name of the countries visited and the approximate length of stay and expenditures in each of the following areas: United Kingdom, Other European Countries, Other Commonwealth Countries, Latin America and elsewhere outside Canada. Questions on point of departure; place of re-entry into Canada; number of persons covered in reply and if adults or children; purpose of visit; and expenditures other than ocean transportation are also included. For convenience this questionnaire also appears in the report. Furthermore, questionnaires sent to residents of Canada by the Dominion Bureau

## CONFIDENTIAL QUESTIONNAIRE TO CANADIAN TRAVELLERS RETURNING FROM TRIPS OUTSIDE CANADA

TRAVEL UNIT  
DOMINION BUREAU OF STATISTICS  
OTTAWA

Trips to the United States, report on Page 1.  
Trips Overseas via the United States, report on Pages 1 and 2.  
Trips Directly Overseas, report on Page 2.

## PLEASE REPORT ON ONE TRIP ONLY

1. Number of days spent in the United States on your most recent trip outside Canada .....

2. How many persons are covered in the expenditures on this trip (a) adults .....

(b) children .....

3. Where did you enter the United States from Canada? .....

4. Where did you re-enter Canada? .....

5. Type of transportation used in returning to Canada

- ☐ Automobile      ☐ Bus  
☐ Train      ☐ Aeroplane  
☐ Boat      ☐ Other (please specify) \_\_\_\_\_

Persons using aeroplane transportation: please complete

Name of air line: .....

6. What was your chief destination in the

United States? .....

7. If your trip was in transit through the United States, please state your destination in (a) or (b).

(a) in Canada (province) .....

(b) Other Countries .....

(See page 2 also)

8. What was the main purpose of your trip?

Business ..... ☐

Formal study ..... ☐

Health ..... ☐

Recreation (include vacation and other pleasure) ..... ☐

Shopping..... ☐

Visiting friends or relatives ..... ☐

Other (please specify) ..... ☐

9. Approximate amount spent in the United States  
(include living expenses, merchandise, automobile  
operation, local transportation, amusements, etc.) \$ .....  
(omit cents)

10. Transportation (other than automobile): Include through transportation purchased in Canada to points in the United States also  
fares purchased in the United States. .... \$ .....  
(omit cents)

11. State city or town where your transportation started:

## CONFIDENTIAL QUESTIONNAIRE TO CANADIAN TRAVELLERS RETURNING FROM TRIPS OVERSEAS

(Including Mexico, other Latin America, Bermuda, West Indies, etc.)

## PLEASE REPORT ON ONE TRIP ONLY

1. Approximate cost of fares for international transportation to and from North America (including taxes on transportation), and incidental expenses aboard ship. (Please do not include cost of transportation within Canada.)

(a) Direct air line service with Canada: Name of air line:

.....

(b) Air line service via United States: Name of air line:

.....

(c) Steamship via Canadian ocean ports: Name of steamship company or vessel:

.....

(d) Steamship via United States ocean ports: Name of steamship company or vessel:

.....

Outbound	Inbound
Canadian Dollars (omit cents)	

2. Please state in Canadian dollars your total expenditures abroad for meals, lodging, amusements, purchases and local travelling expenses, excluding those covered in question 1. .... \$

(omit cents)

## 3. Areas visited

	Number of days stay in each area	Specify countries visited in each area	Approximate expenditure in Canadian dollars in each area
United Kingdom			
Other European			
Other British			
Latin America			
Elsewhere, outside Canada			

Please answer the following questions if they are not covered on Page 1.

4. Point of departure from Canada? .....

5. Where did you re-enter Canada? .....

6. What was the main purpose of your trip? (Check)

☐ Business☐ Recreation (include vacation and other pleasure)☐ Formal study☐ Visiting friends or relatives☐ Health☐ Other (please specify) .....

7. How many persons are covered in the expenditures on this trip?

..... Adults and ..... Children

Please mail in the enclosed envelope - No postage is required. Thank you for co-operating with us.

## CONFIDENTIAL QUESTIONNAIRE TO CANADIAN TRAVELLERS RETURNING FROM TRIPS ABROAD

Travel Statistics Unit  
Dominion Bureau of Statistics  
Ottawa, Canada

1. Approximate cost of fares for international transportation to and from North America whether paid or charged (including taxes on transportation), and incidental expense aboard ship: (Please do not include cost of transportation within Canada).

(a) Direct air line service with Canada - Name of airline:

(b) Air line service via United States - Name of air line:

(c) Steamship via Canadian ocean ports - Name of steamship company or vessel:

(d) Steamship via United States ocean ports - Name of steamship company or vessel:

Outbound	Inbound
Canadian Dollars (omit cents)	

2. Point of departure from Canada? \_\_\_\_\_

3. Where did you re-enter Canada? \_\_\_\_\_

4. What was the main purpose of your trip? (Check)

- ☐ Business
 ☐ Recreation (include vacation and other pleasure)  
☐ Formal study
 ☐ Visiting friends or relatives  
☐ Health
 ☐ Other (please specify) \_\_\_\_\_

5. Please state in Canadian dollars your total expenditures abroad (whether paid or charged on credit) for meals, lodging, amusements, purchases and local travelling expenses, excluding those covered in question 1. \_\_\_\_\_ \$ \_\_\_\_\_ (omit cents)

6. Areas Visited	Approximate number of days stay in each area	Specify countries visited in each area	Approximate expenditure in Canadian dollars in each area
United Kingdom			
Other European			
Other British Commonwealth			
Latin America			
Elsewhere, outside Canada			

If available, a breakdown on length of stay and expenditures in each country visited would be useful for statistical purposes. (Use reverse side of questionnaire if required)

7. How many persons are covered in the expenditures on this trip? \_\_\_\_\_ Adults and \_\_\_\_\_ Children

Please mail in the enclosed envelope - No postage is required. Thank you for co-operating with us.

ON HER MAJESTY'S SERVICE

FREE

No stamp  
required

**Information to be Supplied by Residents of  
Canada Returning from Travel in the United States**

The Dominion Bureau of Statistics is vitally interested in securing information on foreign travel by residents of Canada. The information is required in estimating total expenditures of Canadian travellers outside of Canada — an important item in Canada's international transactions.

Your answers to the questions on the reverse side will be very useful for this purpose and we need as many responses as possible in order that our sample may be adequate. No signature is required and your answers will be used for statistical purposes only. Please complete this card and drop it in a mail box. No postage is necessary.

Your co-operation will be appreciated.

*Walter B. Suffer.*

Dominion Statistician.

**DOMINION BUREAU  
OF STATISTICS  
OTTAWA,  
CANADA.**

**CONFIDENTIAL****NO SIGNATURE REQUIRED**

1. Number of days on this trip:	(a) In the United States.	(b) Elsewhere outside Canada.
2. What countries did you visit outside the United States?		
3. Place of entry into the United States.		4. Town or city and state where most time spent.
5. Place of re-entry into Canada.		6. Type of transportation used to re-enter Canada. <input type="checkbox"/> Train <input type="checkbox"/> Boat <input type="checkbox"/> Other, <input type="checkbox"/> Bus <input type="checkbox"/> Plane   (specify) .....
7. Number of travellers covered by this form (including yourself).		
8. Approximate amount (in Canadian dollars) spent for:		State where such through transportation was purchased.
(a) Transportation (include fares purchased in the United States, also through transportation purchased in Canada to points in the United States) \$		
(b) All other expenditures in the United States for lodging, food, merchandise, gifts, amusements, etc. (include credit card purchases) \$		
9. What was the main purpose of this trip?		10. City or town and province in which you reside.

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THANK YOU FOR YOUR CO-OPERATION

of Statistics are available in a bilingual form when required. Expenditures reported vary considerably according to the area visited and, therefore, the appropriate averages are applied to estimates of the number of persons visiting each area as compiled from the sample. Similar to the traffic from other countries to Canada, Canadian visits to other coun-

### Canadian Travel in the United States

A record 28 million Canadians were reported by Immigration officials to have re-entered Canada from the United States during 1959, (including a small number of residents returning via the United States after visiting overseas countries) or 568,200 more than in 1958. This represents a rate of growth in volume of 2.1 per cent, more than double the 1 per cent rise experienced in 1958 and can be traced to increased travel in the second and third quarters, during which time 598,300, or 3.4 per cent more Canadians visited the United States than in the corresponding period of 1958. This was more than enough to offset the effect of 30,100 fewer travellers for the first and fourth quarters combined. Moreover,

tries show a wide variation and estimates based on a simple average for all visits would yield data that could be highly unsatisfactory. All types of travel do not account for the same proportion of the total, consequently the different categories must be examined closely and appropriate methods applied to yield a proper estimate.

66.6 per cent of the increased volume occurred in the short-term traffic as 378,300 more persons were recorded in this category in 1959.

Total expenditures by Canadians in the United States reached a new record high of \$448 million, an increase of over \$35 million in comparison with the 1958 figure. In addition, it represented an increase of 8.5 per cent, whereas in 1958 the increase over 1957 stood at only 2.5 per cent. It should be noted, that the increased volume of travel was mainly attributable to a rise in short-term traffic, while, at the same time, 76.3 per cent or \$26,760,900 of the recorded increase in expenditures can be credited

to the category of long-term traffic, where over-all volume was 4.2 per cent higher than in 1958. Over 50 per cent of the increase is attributable to the long-term motorists where higher averages per person were recorded in addition to the increase in volume. An average of \$2.78 was spent by Canadian short-term travellers in the United States, 32 cents higher than in 1958, while the average expenditure of those in the long-term category advanced about 3 per cent to \$82.01. When all types of traffic, regardless of length of visit, are considered the average expenditure per Canadian traveller to the United States rose from \$15.07 in 1958 to \$16.02 in 1959. The record high expenditure in 1959 increased the amount spent per Canadian on a per capita basis to \$25.37 from \$23.84 in 1958, or an increase of 6.4 per cent as compared with a population increase amounting to approximately 2 per cent.

In summary, increases in 1959 in both the volume of travel and expenditures occurred in the short-term as well as long-term traffic categories. Although smaller by 1 per cent in comparison with 1958, the largest group of visitors to the United

States (almost 64 per cent) were motorists remaining 24 hours or less, who, however, accounted for only 7.3 per cent of the total expenditures. On the other hand, motorists recording visits of 48 hours and over, while constituting only about 12 per cent of the volume, were responsible for about 43 per cent of the total and 50.4 per cent of the increase in expenditures.

Canadian purchases in the United States declared under the \$100 customs exemption amounted to \$73 million in 1959 as opposed to \$74 million in 1958, a decrease of over 1 per cent, and accounted for only 16.3 per cent of the total expenditures. This figure has been decreasing steadily over the years and in 1959 marks a decline of 1.6 per cent since 1958. In addition, the average value per declaration fell by 25 cents to \$55.28, or 0.5 per cent lower than the corresponding 1958 figure. All purchases of merchandise are assumed to occur in the long-term category of traffic which covers visits of 48 hours or more in duration, as required for purposes of customs exemption.

#### STATEMENT 10. Expenditures of Canadian Travellers in the United States, by Length of Stay, 1959

Mode of travel	Number of persons	Per cent of grand total	Expenditures <sup>1</sup>	Per cent of grand total
		%	\$	%
Short-term traffic:				
Motorists:				
24 hours or less .....	17,869,000	63.84	32,871,400	7.33
Over 24 hours and under 48 hours .....	1,019,000	3.64	11,200,100	2.50
Rail in transit .....	5,100	0.02	—	—
Other travellers (pedestrians, local bus, etc.)..	4,420,900	15.80	20,849,400	4.65
<b>Totals .....</b>	<b>23,314,000</b>	<b>83.30</b>	<b>64,920,900</b>	<b>14.48</b>
Long-term traffic:				
Motorists-48 hours and over .....	3,316,800	11.85	191,007,800	42.59
Rail .....	375,400	1.34	53,928,300	12.03
Through bus .....	436,700	1.56	46,126,400	10.29
Aeroplane .....	422,600	1.51	86,864,700	19.37
Boat .....	124,400	0.44	5,565,200	1.24
<b>Totals .....</b>	<b>4,675,900</b>	<b>16.70</b>	<b>383,492,400</b>	<b>85.52</b>
<b>Grand totals .....</b>	<b>27,989,900</b>	<b>100.00</b>	<b>448,413,300</b>	<b>100.00</b>

<sup>1</sup> Subject to revision.

#### Canadian Travel in the United States by Type of Transportation

While the number of Canadians returning by automobile was slightly higher in 1959, taken as a percentage of total travel they represented a decline from almost 81 per cent in 1958 to approximately 79 per cent in 1959. Furthermore, the low rate of increase in the number of Canadians re-entering by this means was exceeded by the rate of growth in passenger car registrations, which in 1959 rose to 3,774,233 from 3,572,963 in the preceding year. In the period 1950-59 passenger car registrations have increased from the equivalent of one automobile per every 7.3 persons resident in Canada in 1950 to one passenger car for every 4.5 persons in 1959.

Cars re-entering Canada are classified as either short-term or long-term traffic which, in the first instance depends on whether or not they have remained in the United States either 24 hours and under, or over 24 hours and under 48 hours, while long-term traffic includes only those motorists reporting visits of 48 hours and over. The total number of persons re-entering by automobile in 1959 amounted to 22,204,800, only 20,400 more than in the previous year, a percentage increase almost insignificant in comparison with that recorded in 1958. Although increases of 51,800 (5.4 per cent) and 143,300 (4.5 per cent) in the number of persons occurred in the

over 24 hours but less than 48 hours, and 48 hours and over classes, respectively, these were almost completely offset by a decrease of 174,700 persons (1.0 per cent) in the 24 hours and under category, resulting in a total approximately equal to that of 1958. Most of the decrease experienced in the re-entries of persons in the short-term category occurred during the second and third quarters. On the other hand, most of the 143,300 person rise in the volume of long-term automobile re-entries in 1959 occurred in the third quarter, when approximately 5 per cent more trips were recorded, whereas in 1958 the increase was attributable to the first quarter of the year. However, while in 1959 the increase in the first quarter did not represent such a high percentage of the long-term traffic increase as it did in 1958, the 365,200 persons recorded in this period did mark a gain of approximately 17 per cent over the corresponding 1958 figure. Long-term automobile traffic suffered a drop of nearly 4 per cent during the second quarter, while almost 5 per cent more cars re-entered during the October to December period.

Table 8 gives a more detailed breakdown of information on returning Canadian automobiles according to length of stay. Approximately 81 per cent of all motorists remained in the United States for a period of 24 hours or less, nearly 1 per cent fewer than in 1958, while 4.4 per cent remained more than 24 hours but less than 48 hours, or an increase of 0.3 per cent. Similar information on American automobile travel in Canada according to length of stay is found in Table 2 which is exclusive of American commuters, summer residents, locals and non-permit vehicles. A comparison reveals that, while the number of Americans motoring in Canada decreased fairly uniformly with increased length of stay, the same phenomenon was not applicable to Canadian automobile travel in the United States, which saw heavier concentrations occurring in the 1 week, 2 week, 3 week and 4 week periods, indicating that a greater percentage of Canadians spend their annual vacation travelling in the United States than do Americans visiting Canada. Furthermore, Canadians spent the most per car per day during a 3 day visit to the United States, and in

addition, the \$37.67 expended by Canadian motorists per car per day during this length of stay represented an increase of \$3.37 over the 1958 figure. The average length of stay per car was 1.89 days, practically unchanged from 1958. Table 9 provides additional data on automobile travel in the United States, classified by province of re-entry and length of stay.

The new record level of Canadian expenditures in the United States during 1959 reveals an increase of \$35 million when compared with 1958. Automobile traffic, which accounted for over 52 per cent of the total expenditures, was responsible for \$19 million of the increase. Motorists in the 48 hours and over category were responsible for 81.3 per cent of the automobile expenditures, and those staying 24 hours or less accounted for 14 per cent, with the remainder representing expenditures of the over 24 hours yet under 48 hours category. The increased expenditures were partly a result of the higher average spending per person per day of \$5.46, which in 1958 stood at \$5.07. Short-term automobile travellers spent an average of \$2.21 per person per day and long-term motorists an average of \$8.26, while the comparative figures in 1958 were \$2.07 and \$7.75, respectively. On a per car basis the sharpest increase occurred in the third quarter which experienced a 14 per cent rise in the total amount spent and an increase of 9.9 per cent in the average outlay per car.

Although the average expenditure per car by the short-term traffic was practically unchanged, the total amount spent by this group increased due to a greater volume of cars. However, the number of persons in this category showed a decline as fewer persons per car were recorded. When compared with 1958, spending in each of the first and third quarters dropped approximately 22 cents per car, while the second and fourth quarters experienced increases of 5 cents and 33 cents, respectively. Outlay per car travelling in the United States for 2 days and over increased about 4 per cent over 1958 and, furthermore, the total number of cars in this category increased 5.7 per cent. Minor decreases in outlay per car for the second and fourth quarters were overcome by substantial increases of 5.3 and 6.4 per cent during the first and third quarters, respectively.

**STATEMENT 11. Expenditures of Canadian Travellers in the United States by Types of Transportation Used to Re-Enter Canada, 1955 - 59**

Type of transportation	1955	1956	1957	1958	1959 <sup>1</sup>
	millions of dollars				
Automobile .....	178.2	197.4	212.3	215.6	235.1
Train .....	66.3	64.3	60.6	56.5	53.9
Boat .....	5.1	4.9	5.2	6.5	5.6
Bus (exclusive of local bus) .....	46.1	41.9	40.1	42.3	46.1
Aeroplane .....	52.7	66.4	70.3	78.1	86.9
Other (pedestrians, local bus, etc.) .....	14.4	16.1	14.6	14.3	20.8
<b>Totals .....</b>	<b>362.8</b>	<b>391.0</b>	<b>403.1</b>	<b>413.3</b>	<b>448.4</b>

<sup>1</sup> Subject to revision.

The number of Canadians returning in conveyances other than automobile amounted to 5.8 million in 1959 as compared to 5.2 million in 1958. Moreover, this category accounted for \$16 million of the \$35 million increase recorded in the expenditures of Canadians in the United States during 1959.

An analysis of the non-automobile group by type of transportation shows that expenditures of residents travelling by rail were \$2.6 million lower than in 1958 as 24,400 fewer persons returned to Canada by this means of transportation. However, the rate of decrease in expenditures (4.6 per cent) was less than the decline in volume of rail travel which amounted to 6.1 per cent. The greatest decrease in volume of rail travel occurred in the third quarter, at which time almost 13 per cent fewer Canadians used this mode of travel, whereas the most significant drop in expenditures took place in the second quarter when 18.4 per cent less was spent than in the same period of 1958. It was, also, in the second quarter that the greatest drop in average expenditure per person occurred, amounting to \$14.46 while the third and fourth quarters fell \$5.05 and \$5.42, respectively. Nevertheless, the \$16.93 rise in average expenditure per person experienced during the first quarter was sufficient to offset the decreases in the other quarters and the average for the year rose from \$139.05 in 1958 to \$143.65 in 1959, over a 3 per cent increase. The average length of stay for rail travellers was extended from 11.6 days in 1958 to 11.8 days in 1959. Additional data on Canadian travellers returning to Canada by rail may be found, classified by length of visit, in Table 10.

The number of travellers by long distance bus increased only 0.4 per cent compared with 1958, while expenditures of this group increased by 9.1 per cent. Furthermore, there was an increase over 1958 of \$8.67 in the average expenditure per person which in 1959 amounted to \$105.63. In addition, the average length of stay per person increased 0.9 days

to an average of 11.1 days. Although the number of travellers declined in the second and third quarters, a substantial 17.4 per cent rise in volume for the first quarter was sufficient to show a net increase in volume over 1958. It was also in the first quarter that the average expenditure per person was highest at \$115.84.

Comparable to the trend in recent years, the most outstanding increase in expenditures was attributable to Canadian residents travelling by air. In 1959 an increase of approximately \$8.8 million or 11.2 per cent was recorded by 17 per cent more air travellers. The average expenditure per person was 5 per cent lower than in 1958 while the average length of stay was approximately 1 day less. Some 27 per cent of the increase in air travel occurred in the second quarter which accounted for almost 17,000 more persons than in 1958. Over one-half of the increase in expenditures was credited to the third quarter which, in addition to an increase in volume, was the only quarter to record a rise in average expenditure per person. Additional information on air travel according to length of stay may be found in Table 12.

While the volume of travel by boat increased 7,900 or 6.8 per cent, on the other hand, the total expenditures for this group were about 19.7 per cent lower. This decline was the result of a drop in the average expenditure per boat traveller of approximately 14.3 per cent.

Whereas in 1958 re-entries listed under "Other Travellers" fell by roughly 800,000 in comparison with 1957, in 1959 this trend was reversed as almost 502,000 or 12.8 per cent more border crossings occurred in this category. Similarly, expenditures, which registered a decline in 1958, increased in 1959 to approximately \$21 million.

Trends in expenditures over the years 1955-59 by type of transportation are outlined in Statement 11.

### Special Survey of Canadian Travel Behaviour in the United States

Information, reflecting particular behaviour patterns of Canadian travellers in the United States with regard to length of stay; type of transportation used; the amount of money spent; the main purpose of trip; ports of entry and re-entry into the United States and Canada, respectively; and destination by state; was acquired, as in previous years, through means of a "mail questionnaire". It should be noted, that the information gained by this method applies more to the long-term category of Canadian travellers in the United States than the short-term and for this reason is not necessarily representative of Canadian travel to the United States in general.

#### Purpose of Visit

The respondents were asked to indicate the main purpose of their trip from a list of seven purposes specified on the questionnaire, which were; business, formal study, shopping, recreation, visiting

friends or relatives, health, and "other" purposes, in that order. Many indicated more than one purpose of trip and for this reason returned questionnaires were grouped into three categories; the aggregate of all questionnaires showing the purpose of trip; those reporting one purpose only; and those indicating two or more purposes. In making comparisons among these three categories, it is noted that the purpose of trip varies significantly in relation to the category considered. When considering average length of stay and average expenditure per person by purpose of trip, questionnaires reporting one purpose of trip only were examined in greater detail.

When all questionnaires are compiled according to purpose of trip, recreation again appears, as in 1958, to be the most popular reason for journeying to the United States, accounting for 45 per cent of the total and representing an increase of almost 4.5 per cent over the 1958 figure. On the other hand, a

decrease of 3.5 per cent was recorded in 1959, when the number of persons reporting visits to friends or relatives as the main purpose of trip fell to 28 per cent. There was little significant change in reasons other than recreation and visiting friends or relatives when compared to 1958, except for the purpose specified as "other" which occurred almost 1 per cent less frequently. Shopping ranked third in popularity attracting 15 per cent of all Canadians visiting the United States. Next in order of importance were business, health, and "other" reasons, accounting for 8 per cent, 3 per cent, and 1 per cent, respectively. Those journeying to the United States for purposes of formal study remained unchanged at slightly less than 1 per cent.

As mentioned previously, the purpose of trip varies significantly when the summaries of questionnaires reporting one purpose and the summaries of two or more purposes are compared with the aggregate. Data compiled from questionnaires specifying one purpose only are shown on a quarterly basis in Statement 12. Of Canadians returning from the United States in 1959 who reported one purpose of trip only, 49.2 per cent went for recreational purposes, representing an increase of roughly 6 per cent over the 1958 figure. Canadians visiting friends or relatives in the United States amounted to 28.9 per cent of the total which, similar to the pattern established in the multiple purpose category, represents a decrease since 1958 of slightly over 4 per cent. Ranking third in popularity with Canadian travellers to the United States was the reason of shopping, which, however, in 1959 dropped approximately 1 per cent and accounted for only 8.7 per cent of the returns reporting one purpose of trip. But this figure rises considerably when data of questionnaires

reporting two or more purposes of trip is summarized. Canadians on business in the United States accounted for 9.2 per cent of the total, a slight increase over 1958. The percentage of travellers to the United States for reasons of health remained unchanged from 1958 at 2.2 per cent, while those travelling for "other" reasons declined to 1.2 per cent. Less than 1 per cent went to the United States for formal study which continues to attract the least number of Canadian travellers.

When data from questionnaires reporting two or more purposes of trip are examined different patterns are revealed. In this category for 1959, recreation maintains its position as the favourite reason for travel to the United States, accounting for 35.9 per cent or an increase of almost 2 per cent over the comparable 1958 figure. As mentioned previously, the figure for shopping rises substantially when considered in combination with other purposes of trip, in comparison with the figure resulting from questionnaires reporting one purpose only. In 1959, this figure stood at 28.5 per cent, little changed from 1958. On the other hand, visiting friends or relatives in the United States assumes a position of lesser importance when more than one purpose of trip is specified and ranks third with a figure of 26 per cent, down 1.5 per cent from 1958. Although minor changes occurred in the percentages reporting on other purposes of trip there was no change in their order of relative importance. Information and comparisons discussed in the remainder of this section on purpose of trip, length of stay, expenditures, and destination, is applicable only to that category of questionnaires reporting one purpose of trip, data of which are presented in Statements 12-14 inclusive.

**STATEMENT 12. Purpose of Visit<sup>1</sup> reported by Canadians Returning from the United States, compiled Quarterly, Special Survey, 1959**

	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
	per cent						
First quarter .....	7.1	0.6	5.8	43.5	38.2	4.2	0.6
Second quarter .....	10.5	0.9	12.9	42.1	28.2	4.2	1.2
Third quarter .....	6.1	0.5	5.2	58.8	27.3	0.7	1.4
Fourth quarter .....	15.8	0.7	13.2	41.2	26.4	1.3	1.4
<b>Year .....</b>	<b>9.2</b>	<b>0.6</b>	<b>8.7</b>	<b>49.2</b>	<b>28.9</b>	<b>2.2</b>	<b>1.2</b>

<sup>1</sup> Questionnaires reporting one purpose only.

Analysing Statement 12 which shows data for one purpose only on a quarterly basis, certain trends are noted so far as seasonal changes are concerned. Business and shopping both experience increased activity during the second and fourth quarters of the year. Recreation reaches its peak during July, August and September, while, as would be expected,

trips to the United States for reasons of health are at a minimum for this same period. During the second and fourth quarters business accounted for 10.5 per cent and 15.8 per cent, respectively, of those reporting one purpose of trip, compared to a low of 6.1 per cent in the third quarter. As usual shopping trips were most frequent during the fourth quarter, with

13.2 per cent reported. Almost 59 per cent of all Canadians returning from the United States in the third quarter indicated recreation as the main reason for their visit, the highest figure recorded for any quarter or for any other purpose, which also amounts to an increase of approximately 8 per cent over the comparative figure for 1958. In addition to the fact that there were fewer persons visiting friends or relatives in 1959 than 1958, the over-all pattern for the four quarters was also disturbed. Whereas in 1958 increased visiting of friends or relatives was recorded in the first and third quarters, in 1959 it was reflected in the first and second quarters by figures of 38.2 per cent and 28.2 per cent, respec-

tively. In 1959, the second year that health has been listed separately as a reason of trip, results compare favourably with those of 1958 and there is little significant change recorded. The pattern in 1959 as in 1958 shows that more people indicated trips to the United States for this reason in the first and second quarters which substantiates the deduction that many of the Canadians returning from the United States in the spring of the year have spent the winter in the south for reasons of health. The number of persons reporting "other" reasons for purpose of trip in 1959 was highest in the third and fourth quarters when in each case 1.4 per cent was specified.

**STATEMENT 13. Purpose of Visit<sup>1</sup> reported by Canadians Returning from the United States, by Province of Re-Entry, Special Survey, 1959**

Province of re-entry	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
	per cent						
Atlantic Provinces .....	5.5	0.9	4.3	38.8	44.7	3.3	2.5
Quebec .....	10.2	0.6	2.6	61.3	22.2	2.6	0.5
Ontario .....	10.2	0.6	8.8	46.3	31.0	2.1	1.0
Manitoba .....	8.4	1.1	12.1	44.5	28.6	1.8	3.5
Saskatchewan .....	11.1	1.8	15.4	33.6	33.6	1.0	3.5
Alberta .....	16.2	2.9	8.7	38.8	29.4	2.5	1.5
British Columbia and Yukon Territory..	5.7	0.5	15.8	46.0	28.5	2.0	1.5
<b>Canada .....</b>	<b>9.2</b>	<b>0.6</b>	<b>8.7</b>	<b>49.2</b>	<b>28.9</b>	<b>2.2</b>	<b>1.2</b>

<sup>1</sup> Questionnaires reporting one purpose only.

Statement 13 gives a breakdown by province of re-entry on purpose of trip as reported by returning Canadian residents who, in the great majority of cases and for the purposes of this report, are assumed to reside in the province re-entered. As in 1958, the highest percentage of business trips per province was recorded by Alberta with 16.2 per cent, followed by Saskatchewan with 11.1 per cent and Quebec and Ontario with 10.2 per cent each. A higher percentage of Alberta residents went to the United States for education in 1959 than from any other province as 2.9 per cent reported this purpose of trip, a figure more than double that of 1958. Residents of British Columbia and the Yukon Territory who indicated shopping as the main reason of trip accounted for 15.8 per cent of the persons from this area travelling to the United States for all purposes, again the highest figure per province. However, in 1959 Saskatchewan ranked a close second, increasing its 1958 figure by more than 5 per cent to 15.4 per cent, while as in 1958, fewer returning residents of Quebec than any other province travelled to the United States to shop. Over 61 out of every 100 Quebec residents visiting the United

States reported recreation as purpose of trip, representing the highest average per province. The Maritimes occupied a similar position when the purpose of visiting friends or relatives was considered, even though the 44.7 per cent who specified this reason were almost 4 per cent less than in 1958. While the over-all average for Canada of persons travelling to the United States for reasons of health remained unchanged in 1959 at 2.2 per cent, there was a drop in the figure for Alberta from 5.8 per cent in 1958 to 2.5 per cent in 1959. The greatest percentage of respondents specifying "other" reasons originated in the provinces of Manitoba and Saskatchewan which accounted for 3.5 per cent each. In the case of Saskatchewan this represented a decline of roughly 8 per cent from the 1958 figure and suggests that in 1959 the respondents checked off a specific purpose of trip rather than the category listed as "other".

Those persons travelling in transit through the United States, while accounting for only 6 per cent of the total respondents, complicate to a certain extent an analysis of purpose of trip because many

reasons specified, such as recreation and visiting friends or relatives, apply to a Canadian province of destination and not to points in the United States. From the "mail questionnaire", it is interesting to note that of the in transit travellers (who are more representative of long-term rather than short-term traffic) approximately 43 per cent originated in the province of Ontario with the majority reporting their destination as either north-western Ontario, Manitoba, or the Maritimes in that order of popularity. The preferred means of transportation for the in transit travellers continued to be the automobile. Many of the respondents indicated shorter travelling time or superior roads as the reason for the in transit trip through the United States.

The percentage of persons reporting main purpose of trip by type of transportation used is presented in Statement 14. With the exception of rail travel, recreation was the main purpose of trip for visitors to the United States. Meanwhile, those who travelled by rail did so chiefly to visit friends

or relatives. At the same time, compared to 1958, the number who travelled by rail for the purpose of shopping dropped approximately 2 per cent to 9.9 per cent, while the figure for recreation rose almost 4 per cent to 35.8 per cent. Figures for aeroplane travel do not vary significantly from those in 1958. In spite of any changes within the rail, bus, aeroplane, and boat classifications of travel, the overall pattern of purpose of trip for all non-automobile travel remains relatively unchanged for 1959. Nearly 55 out of every 100 Canadians travelling to the United States by car did so for purposes of recreation, over 8 more per 100 than in 1958. Conversely, approximately 6 per cent fewer or 27.5 per cent of the motorists specified visiting friends or relatives as purpose of trip. Generally in 1959, the increase in recreation as the main purpose of trip, considering all types of transportation, seems to have been accompanied by a significant decrease in the number of respondents indicating visits to friends or relatives only.

**STATEMENT 14. Purpose of Visit<sup>1</sup> reported by Canadians Returning from the United States, by Type of Transportation, Special Survey, 1959**

Type of transportation	Percentage of persons reporting main purpose of trip						
	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
Rail .....	9.0	0.6	9.9	35.8	41.5	2.8	0.4
Bus .....	2.1	1.3	18.1	43.7	32.0	2.2	0.6
Aeroplane .....	25.5	1.1	2.2	41.6	25.4	3.8	0.4
Boat .....	4.3	—	13.5	56.5	25.5	—	0.2
Totals, non-automobile .....	17.1	1.0	6.7	40.3	31.3	3.2	0.4
Automobile .....	4.0	0.4	10.0	54.9	27.5	1.5	1.7
<b>Grand totals .....</b>	<b>9.2</b>	<b>0.6</b>	<b>8.7</b>	<b>49.2</b>	<b>28.9</b>	<b>2.2</b>	<b>1.2</b>

<sup>1</sup> Aggregate of questionnaires reporting one purpose only.

### Length of Stay

Respondents to the "mail questionnaire" were asked to indicate the time spent in the United States and data, when tabulated, showed that length of stay varied noticeably with purpose of trip, type of transportation used, province of re-entry and season of year. To avoid any unnecessary complication, figures for average length of stay used in this section will represent the over-all average for all types of transportation by the purpose of trip.

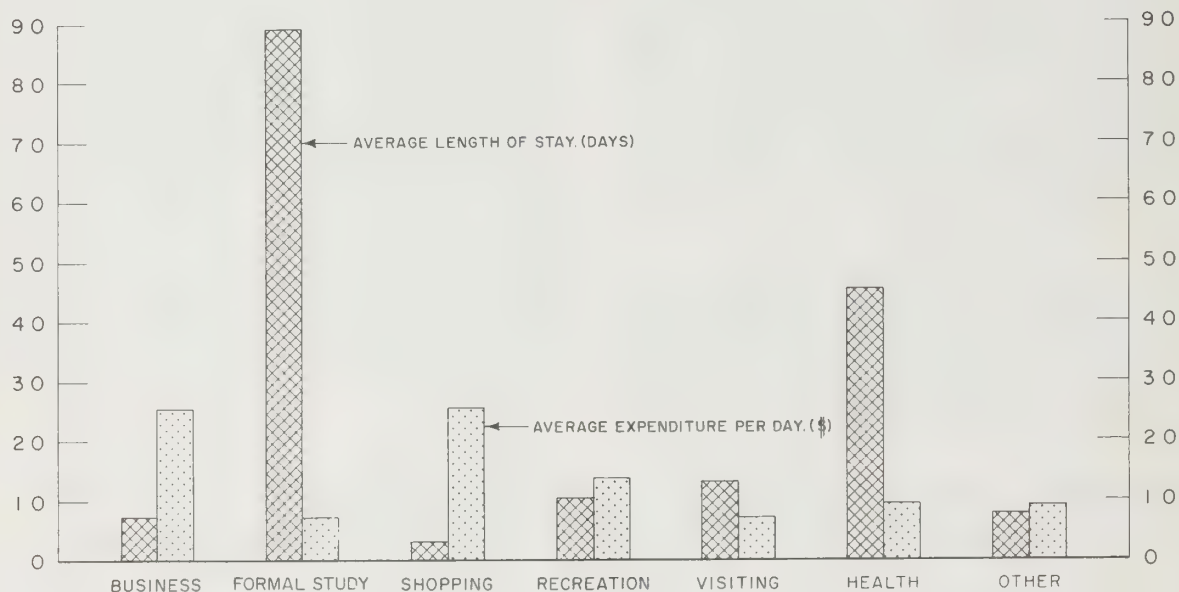
During 1959 Canadians in the United States for formal study spent an average of 88.8 days, 2 days less than in 1958. In sharp contrast are those who travelled to the United States to shop, spending on the average only 2.9 days, a period of time coinciding closely with the 48 hour minimum stay required

for customs exemption. This was the same figure as that recorded in the 1958 survey and averages by province as well as by season vary only slightly. Residents of Canada who journeyed to the United States for reasons of health remained an average of 45.5 days, almost 3 days longer than in 1958, while longest lengths of stay occurred in the second quarter when an average of 63.8 days was recorded, roughly 4 days longer than the comparable 1958 figure. This year people visiting friends or relatives in the United States stayed an average of 10.8 days, or nearly 1 day longer than those reporting recreation as their main purpose of trip. As in 1958, residents of the Western Provinces while visiting with American friends or relatives remained approximately 5 days longer than their counterparts in Ontario and Quebec who averaged roughly only 9.5 days. However, Westerners spent less time on recreation, due partly

CHART-2

### AVERAGE LENGTH OF STAY AND AVERAGE EXPENDITURE PER PERSON PER DAY ACCORDING TO PURPOSE OF VISIT

1959

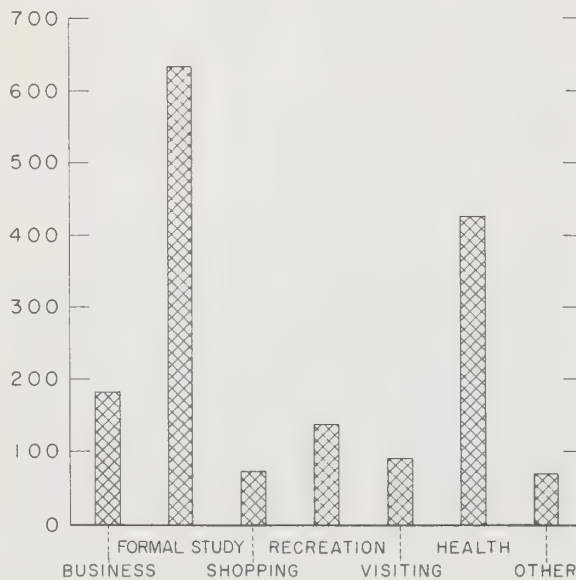


SPECIAL SURVEY OF CANADIAN TRAVEL IN THE UNITED STATES, 1959.

CHART-3

### AVERAGE EXPENDITURE PER PERSON BY PURPOSE OF VISIT

1959



SPECIAL SURVEY OF CANADIAN TRAVEL IN THE UNITED STATES, 1959

to the low average stay of 8.1 days recorded by persons from Manitoba. Similarly, as with the purpose of health, average length of stay for reasons of visiting and recreation are affected seasonally in that figures for the first and second quarters exceed those of the third and fourth, which is attributed to the fact that many Canadians are spending longer visits in the Southern States, reluctant to return to a cooler climate. Persons on business averaged 7.2 days in the United States, down slightly from 1958, while those indicating "other" reasons for trip stayed 7.8 days, an increase of 1.2 days over the 1958 figure.

#### Expenditures

The "mail questionnaire" also queried persons as to their expenditures in the United States, and this information was arranged according to purpose of trip by type of transportation used as well as by province of re-entry. Data on both average expenditure per person per day and average expenditure per person by purpose of trip are shown in Charts 2 and 3, respectively.

Canadians seeking formal study in the United States again spent the most per trip in 1959 with an average of \$633 per person, an increase since 1958 of roughly \$76, fairly indicative of the annually occurring rise in the cost of education. In contrast to the large amount spent per person, students spent

only \$7.14 on a per person per day basis, the second lowest average recorded for any purpose of trip. The group spending the second largest amount per person (\$426) were those travelling to the United States for purposes of health, with expenditures in 1959 amounting to nearly \$18 less per person than in 1958. Average expenditure per person on business was \$183 in 1959, a rise of \$9.51 per person over the 1958 figure. On a per day basis average expenditure per person on business increased slightly over 1958 to \$25.38.

Considering persons on recreation the over-all average expenditure per person decreased from \$148 in 1958 to \$138 in 1959, as did the average expenditure per person per day, falling from \$14.16 to \$13.52. On a provincial basis, residents of the Maritimes spent on the average \$41.28 less per person than in 1958, but, on the other hand, this was partially offset by an increase in the figure for Saskatchewan. There was little significant difference from 1958 in figures for average expenditure per person on recreation when type of transportation was considered and travellers by plane maintained their position as the group recording the highest amount in this category; spending on the average \$238.30, considerably higher than the over-all average, but down nearly \$4 per person from the 1958 figure for plane.

Canadians visiting friends or relatives in the United States, as compiled from the survey, increased their average expenditure over 1958 to \$91 and their expenditures per day to \$7.01. There was relatively little change from 1958 in the average expenditures by type of transportation for persons visiting friends or relatives. Respondents travelling by plane continued to spend the most per person, which in 1959 was \$141, or roughly \$50 per person more than the average for all types of transportation used for visits to friends or relatives. Also for this purpose, those travelling by car accounted for the least amount per person, the figure amounting to \$48, or approximately \$43 less than the over-all average of \$91. Again in 1959, residents of Alberta spent more per person while visiting friends or relatives in the United States than did residents of any other province, with an increase over 1958 of almost \$41 per person, which helped to maintain the average for the Western Provinces slightly above that of Canada as a whole.

The average expenditure per person shopping in the United States was recorded as \$74, which this year is an amount greater than the average of \$70 spent for "other" reasons. In 1958, corresponding averages for shopping and "other" reasons were \$73 and \$78, respectively, lower in the first case and higher in the second than the amounts spent on these two categories in 1959. The amount spent daily by each person for these two purposes was \$25.36 in the case of shopping and \$9.07 in the case of "other" reasons. So far as shopping is concerned the 1959 figure is equal to that of 1958, while the average \$9.07 spent per day by those specifying "other" reasons is down almost \$3 from the previous year. There was little difference in 1959 in the

variation recorded among provinces for either purpose, as residents of Quebec continued to spend the most per shopper as well as for "other" reasons. Generally speaking, in both cases, Westerners spent considerably less per person than the over-all average. Shoppers travelling by plane averaged \$117 per person, again the highest for any type of transportation, while those travelling by car averaged the lowest expenditure, or \$66 per person. This situation was similarly reproduced by those specifying "other" reasons for the trip when travellers by plane averaged \$279 per person, while motorists averaged only \$49.

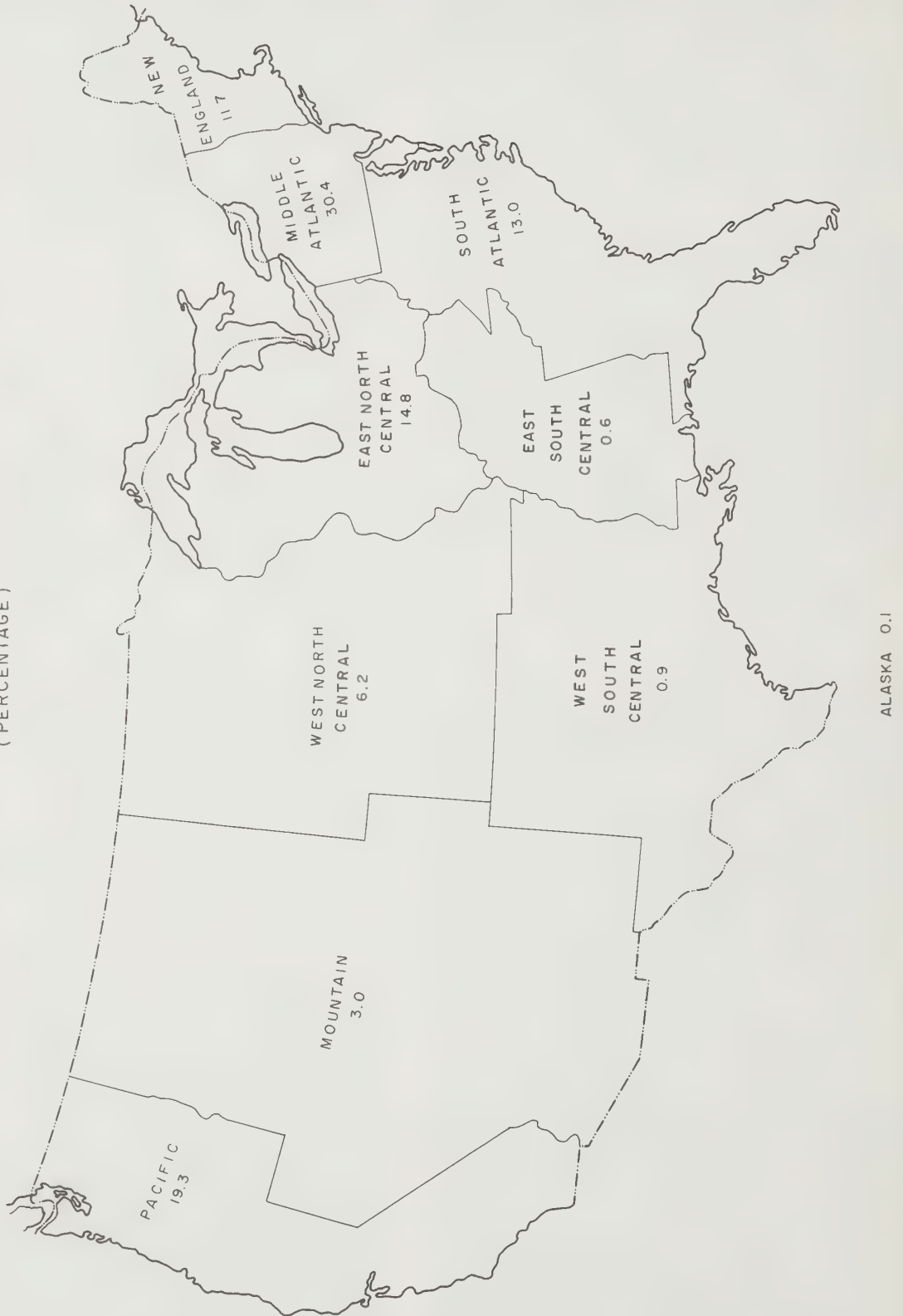
### Destination

The special survey also provides interesting information on the chief destination of Canadian travellers to the United States. This information, when tabulated, is arranged and presented in three ways: the state of destination on a quarterly or seasonal basis; the state of destination by province of re-entry (which, as mentioned previously, might well be considered the province of residence); and by area visited regardless of season or the province of re-entry. The resulting data on destination is presented in Tables 13 and 14 and by Map 1. The state farthest from the Canadian-United States border was used as the chief destination when questionnaires reported more than one destination, with the result that figures for states situated immediately south of the border should be considered as minimal. For example, of those Canadians recorded to have visited a state farther south, many may have visited New York State on the way but are not included in the figure for that state. In addition, the survey canvassed only those people who remained in the United States for 48 hours or over, thus excluding the large number of visits to border states which occur in the short-term traffic. Data in Tables 13 and 14 is chiefly representative of the non-automobile traffic although some automobile traffic is also included.

Table 13 shows that New York State, with 27 per cent, continues to receive a larger percentage of Canadian visitors than any other state and, furthermore, during the fourth quarter, when shopping as a purpose of visit is at a high, this figure stood at 31 per cent. The state of Washington which replaced Florida in 1958 as the next most important destination, held firm to this position in 1959, with an average for the year of 11 per cent. On the other hand, Florida with an over-all average of 10 per cent did attract 26 per cent of the Canadians visiting the United States during the first quarter of the year. While this was the highest percentage of any state and an absolute rise over 2 per cent for the quarter when compared with 1958, it should be taken into consideration that this figure includes persons who spent some of the fourth quarter of the previous year down south and returned during the first quarter of 1959. Slightly over 9 per cent of the respondents reported their destination as Michigan which, again, is the fourth state in order of importance although

MAP-1

DESTINATION OF CANADIANS IN THE UNITED STATES,  
VISITS OF MORE THAN 48 HOURS, SPECIAL SURVEY 1959  
(PERCENTAGE)



approximately 5 per cent fewer Canadians listed this state in the fourth quarter of 1959 than in 1958. However, increases in the other quarters were sufficient to offset this decrease. California was visited by 6 per cent of the respondents and, similar to Florida, the percentage was highest in the first quarter of 1959. Data on states, other than the five most popular as discussed above, may be ascertained by reference to Table 13.

When information on chief destination was arranged according to province of re-entry, it was obvious that certain states are frequented more than others by residents of the various Canadian provinces. For example, of those entering Canada through ports in the Atlantic Provinces, the majority were returning from visits to either Maine, Massachusetts, or New York State, with their visits to other states insignificant in comparison. Moreover, in 1959, Maine and Massachusetts each received some 29 per cent of these respondents while corresponding figures for 1958 were Maine 26 per cent and Massachusetts 34 per cent. Almost 41 out of every 100 Quebec respondents favoured visits to New York State, an increase of approximately 2 per cent over the 1958 figure. The same percentage of Quebec residents were attracted to Florida in 1959 as in 1958 and, furthermore, the 12 per cent recorded was sufficient to place this state second in order of importance, while Massachusetts with 10 per cent, although between 1 and 2 per cent lower than in 1958, was the next choice of respondents re-entering Quebec. The pattern of destination for those respondents re-entering Canada through Ontario ports is quite similar to that established in 1958. Again in 1959, New York State was the preferred destination in 35 per cent of the cases, followed by Michigan and Florida with 17 and 15 per cent, respectively. The majority of visits to Minnesota were from residents of Manitoba who accounted for 40 per cent of the visits to this state. Some 30 per cent of the re-entries through ports in Saskatchewan reported visits to North Dakota while, on the other hand, Michigan was the destination for 26 per cent. When Alberta was the province of re-entry, the most important state of destination was Montana, which occurred 33 per cent of the time or slightly less frequent than in 1958. Generally speaking, the states lying immediately south of the Canadian-American International Boundary attract the majority of visits from residents of the provinces on which they border.

This is again reflected in the pattern of data on re-entries through ports in British Columbia, of which between 56 and 57 per cent indicated trips no farther south than Washington state, while 10 per cent went to Oregon. However, most of the residents of this province who did travel farther south restricted their journeys to the West Coast, with 20 per cent reporting their destination as California.

Map 1 shows the destination by area, of long-term Canadian travellers in the United States during 1959, regardless of season or province of residence. In an effort to avoid needless discussion and comparison of insignificant percentages for many of the states, they have been grouped into nine different areas. There was very little difference in the percentage of visits to each area in 1959. The Middle Atlantic States of New York, New Jersey and Pennsylvania were frequented by over 30 per cent of the respondents, only 0.6 per cent more than in 1958. However, most of this figure can be attributed to the high rate of visits reported for New York State. The Pacific States of Washington, Oregon and California were visited by approximately the same number as in 1958 (19 per cent) and, similar to the situation existing in the Middle Atlantic States, over half of this figure can be credited to one state, namely Washington. The area receiving the third largest number of Canadian residents (15 per cent) was the East North Central region comprising the states of Michigan, Illinois, Ohio, Wisconsin and Indiana, favoured in that order, with most (9.3 per cent) of these visits being recorded to Michigan. The figure for this region, however, is down 1.6 per cent from 1958, the widest variation recorded for any region in comparison with data of the previous year. A slightly lower percentage of visits was recorded to the South Atlantic States including, among others, Florida, District of Columbia, Virginia, North Carolina and Maryland with 13.0 per cent of the respondents as compared to 13.5 per cent in 1958. The New England States accounted for nearly 12 per cent of those reporting destinations, while the Mountain, West North Central, West South Central and East South Central regions, although comprising 23 of the states, together attracted approximately only 11 per cent of Canadian visitors, over half of whom had indicated trips to the West North Central region, particularly the state of Minnesota. The state of Alaska was visited by the same percentage of Canadians in 1959 as in 1958, namely 0.1 per cent.

### Travel Between Canada and Overseas Countries

#### Volume of Travel

Travel between Canada and overseas countries in 1959 was estimated at 270,000 visits, representing an expansion of between 12 and 13 per cent as compared to a 10 per cent gain in volume during 1958. A breakdown of total travel shows that visits to Canada by residents of overseas countries numbered nearly 67,000, while re-entries by residents of Canada returning from visits overseas totalled almost 203,000. The increase in Canadian residents

returning to Canada from trips overseas (almost 17 per cent) was once again more pronounced than the expansion of foreign travel to Canada (just under 2 per cent). Corresponding rates of gain for 1958 were 10 per cent and 7 per cent, respectively.

#### Expenditures

Expenditures involved in overseas travel were also greater than in 1958. However, all of the expansion was attributable to expenditures of Canadians

travelling abroad, as receipts from overseas visitors to Canada failed to record any increase over the previous year. Canadians spent \$150 million in overseas countries during 1959, some \$21 million or 16 per cent more than in 1958, while receipts from overseas visitors remained unchanged at \$40 million. This had the effect of increasing Canada's

travel deficit in the overseas account from \$89 million in 1958 to \$110 million in 1959, the highest on record. Moreover, it should be noted, that the debit balance in the overseas account represented almost 53 per cent of Canada's total travel deficit in 1959 compared with 46 per cent in 1958.

**STATEMENT 15. Balance of Payments on Travel Account Between Canada and Overseas Countries, 1958 and 1959<sup>1</sup>**

Net Credits (+) Net Debits (-)

	All overseas countries		United Kingdom		Other sterling area		Other O.E.E.C. countries		All other countries	
	1958	1959	1958	1959	1958	1959	1958	1959	1958	1959
	millions of dollars									
Receipts .....	40	40	18	18	6	6	11	11	5	5
Payments .....	129	150	52	62	11	13	52	60	14	15
Net balance .....	- 89	-110	-34	-44	- 5	- 7	-41	-49	- 9	-10

<sup>1</sup> Subject to revision.

**Overseas Visitors to Canada**

**Volume and Expenditures**

In 1959 non-resident visitors (other than immigrants) arriving in Canada direct from overseas countries through Canadian ports of entry numbered 41,600, an increase of 3,200 visits or 8 per cent in comparison with 1958. In addition to persons arriving direct from overseas countries an estimated 25,000 arrived via the United States, making a total of 66,600 visits. Those entering Canada direct constituted between 62 and 63 per cent of the total and are of greater importance in a consideration of volume and expenditures than those entering by way of the United States.

Receipts from residents of overseas countries travelling in Canada remained at \$40 million, the record established in 1958. The breakdown reveals that some \$21 million or over 50 per cent was attributable to transportation costs paid Canadian carriers covering fares to and from Canada, while the remainder (about \$19 million) was credited to expenditures within Canada.

Air travel as a means of oceanic transportation directly between overseas countries and Canada became increasingly popular in 1959, accounting for 57 per cent of the non-resident direct entries compared with 53 per cent in 1958. Arrivals by ship fell correspondingly from 47 per cent in 1958 to 43 per cent in 1959. An analysis of the type of transportation used by overseas travellers entering Canada via the United States reveals a greater spread, with

approximately 66 per cent arriving by plane and 34 per cent by boat. The trend towards increased air travel (in recent years) has, no doubt, been influenced by the introduction of economy flights and improved service. Canadian air and steamship lines carried about 39 per cent of the non-resident visitors entering Canada direct in 1959, or some 2 per cent less than in 1958 and between 3 and 4 per cent fewer than in 1957.

Although there was an increase of 5 per cent over 1958 in the number of visitors arriving direct from the United Kingdom, the proportion of the total they represented declined from 57 per cent in 1958 to 55 per cent in 1959. The proportion originating in other Commonwealth countries amounted to some 10 per cent in 1959 as compared with 9 per cent in 1958 and about 12 per cent in earlier years. Approximately 29 per cent of the direct entries indicated other European countries as their last permanent residence compared to 26 per cent in 1958, while the number originating in other areas not already specified amounted to about 5 per cent as compared with 6 per cent in 1958.

**Purpose of Visit**

During 1959 the Department of Citizenship and Immigration made available, for the first time, information on purpose of visit of non-immigrant visitors entering Canada from overseas countries. This information has been arranged in various categories and is presented in Statements 17 and 18.

**STATEMENT 16. Number of Non-Immigrant Visitors Entering Canada Direct from Overseas Countries, by Type of Transportation, Principal Countries, 1958 and 1959**

Country of residence	Arrivals by aeroplane		Arrivals by vessel		Total	
	1958	1959	1958	1959	1958	1959
<b>United Kingdom .....</b>	<b>10, 236</b>	<b>11, 784</b>	<b>11, 680</b>	<b>11, 267</b>	<b>21, 916</b>	<b>23, 051</b>
England .....	8, 092	9, 395	8, 627	8, 592	16, 719	17, 987
Scotland .....	1, 724	1, 922	2, 230	1, 950	3, 954	3, 872
Northern Ireland .....	244	284	456	414	700	698
Wales .....	151	148	319	258	470	406
Lesser British Isles .....	25	35	48	53	73	88
<b>Per cent of totals .....</b>	<b>50. 5</b>	<b>49. 9</b>	<b>64. 5</b>	<b>62. 6</b>	<b>57. 1</b>	<b>55. 4</b>
<b>Commonwealth countries (n.e.s.) .....</b>	<b>2, 910</b>	<b>2, 885</b>	<b>1, 289</b>	<b>1, 357</b>	<b>4, 199</b>	<b>4, 242</b>
Australia .....	506	544	650	728	1, 156	1, 272
West Indies Federation .....	794	831	131	106	925	937
Bermuda .....	436	488	6	18	442	506
New Zealand .....	269	217	218	232	487	449
India .....	173	192	47	50	220	242
Union of South Africa .....	115	141	71	86	186	227
Hong Kong .....	340	188	11	9	351	197
Other Commonwealth countries .....	277	284	155	128	432	412
<b>Per cent of totals .....</b>	<b>14. 3</b>	<b>12. 2</b>	<b>7. 1</b>	<b>7. 5</b>	<b>10. 9</b>	<b>10. 2</b>
<b>Europe (n.e.s.) .....</b>	<b>5, 165</b>	<b>6, 975</b>	<b>4, 881</b>	<b>5, 119</b>	<b>10, 046</b>	<b>12, 094</b>
Germany .....	1, 215	1, 573	1, 269	1, 454	2, 484	3, 027
Netherlands .....	911	1, 283	1, 492	1, 636	2, 403	2, 919
France .....	1, 203	1, 340	689	578	1, 892	1, 918
Italy .....	159	305	116	236	275	541
Belgium .....	251	353	101	120	352	473
Switzerland .....	295	345	109	114	404	459
Austria .....	122	251	105	202	227	453
Poland .....	83	94	460	342	543	436
Denmark .....	141	298	98	93	239	391
Norway .....	116	240	72	76	188	316
Ireland (Republic) .....	99	154	106	110	205	264
Sweden .....	97	195	26	35	123	230
Czechoslovakia .....	63	144	2	8	65	152
U.S.S.R. ....	79	115	1	1	80	116
Other European countries .....	331	285	235	114	566	399
<b>Per cent of totals .....</b>	<b>25. 5</b>	<b>29. 5</b>	<b>26. 9</b>	<b>28. 5</b>	<b>26. 2</b>	<b>29. 0</b>
<b>Others .....</b>	<b>1, 976</b>	<b>1, 979</b>	<b>268</b>	<b>250</b>	<b>2, 244</b>	<b>2, 229</b>
Mexico .....	700	769	29	5	729	774
Japan .....	230	291	38	115	268	406
South America .....	374	313	66	29	440	342
Asia (n.e.s.) .....	200	146	38	44	238	190
Africa (n.e.s.) .....	90	112	33	27	123	139
Other countries .....	382	348	64	30	446	378
<b>Per cent of totals .....</b>	<b>9. 7</b>	<b>8. 4</b>	<b>1. 5</b>	<b>1. 4</b>	<b>5. 8</b>	<b>5. 4</b>
<b>Totals .....</b>	<b>20, 287</b>	<b>23, 623</b>	<b>18, 118</b>	<b>17, 993</b>	<b>38, 405</b>	<b>41, 616</b>

n.e.s. — not elsewhere specified.

Over 75 per cent of the non-immigrant entries in 1959 had come to Canada as tourists or visitors. Approximately 14 per cent entered Canada either on temporary professional services or for religious purposes. Of the remainder, between 4 and 5 per cent were classified as students, between 2 and 3 per cent were diplomats or members of Allied Forces, approximately 2 per cent were either in transit through Canada or members of ships' crews, while the number who entered Canada as entertainers or for "other" purposes each accounted for slightly less than 1 per cent.

An examination by country of last permanent residence reveals that 80 out of every 100 persons from the United Kingdom were either tourists or visitors in Canada. The proportion of entrants from each of the United Kingdom countries, who indicated one or other of these two reasons, ranged from 95 per cent for Northern Ireland to 77 per cent for England. Persons on temporary professional services (including clergymen) accounted for almost 15 per cent of the entries from the United Kingdom. Diplomats and members of the Allied Forces accounted for approximately 2 per cent of the entries and were most frequent among arrivals from England. Those travelling in transit or as members of ships' crews represented almost 2 per cent of the entries from the United Kingdom, while less than 1 per cent were classified as students, entertainers or persons indicating "other" reasons for travel.

About 69 per cent of the non-immigrants entering Canada from Commonwealth countries other than the United Kingdom were either tourists or had come to Canada to visit. Entries of students from this area were significantly higher than the average for all countries, accounting for 18 per cent of the arrivals. Canadian schools, universities, and other training courses were attended by almost 57 per cent of the visiting residents of India, 33 per cent of those arriving from the West Indies Federation, and 25 per cent of the entries originating in other Commonwealth countries. A further analysis shows that slightly over 8 per cent of the visitors from the other Commonwealth countries indicated temporary professional services (including clergymen) as the reason for the trip. On a detailed basis, the highest proportions were from the Union of South Africa (17.5 per cent) and Australia (13 per cent). Persons travelling either in transit through Canada or as members of ships' crews, and those entering as diplomats or members of the Allied Forces, each accounted for almost 2 per cent. At the same time, entertainers from the other Commonwealth countries represented a very small proportion while visits for "other" reasons amounted to about 1 per cent of the total.

Tourists and visitors accounted for almost 74 per cent of the entries from European countries other than the United Kingdom. Moreover, the proportion indicating these reasons for travel ranged from over 87 per cent of the entries from the Netherlands to 15 per cent of the entries from the U.S.S.R. Approximately 83 out of every 100 persons from both Poland

and the Republic of Ireland were classified as tourists and visitors, as were 79 per cent of the residents of Germany who travelled in Canada during 1959. It was from Continental Europe that the largest proportion of persons came who either indicated temporary professional services or were clergymen, representing nearly 16 per cent of the visitors from this area. The greatest proportion of entries who came for either of these two reasons originated in Czechoslovakia, accounting for between 45 and 46 per cent of the travellers from this country, while 31 per cent of the persons from Sweden specified similar purposes. The third largest group of entries from European countries consisted of diplomats and members of the Allied Forces, representing between 3 and 4 per cent of the arrivals from this area. However, the percentages ranged from almost 50 per cent of the Russian and 21 per cent of the Czechoslovakian entries to less than 1 per cent of the entries originating in Sweden. Although only 3 out of every 100 non-immigrant entries into Canada from Europe were either in transit or members of ships' crews, this percentage was still higher than the average for all countries of about 2 in every 100 entering under this category. Furthermore, a consideration of the proportion of entries from various countries within Continental Europe, who were either in transit or members of ships' crews, shows that these two purposes accounted for over 29 per cent of the Norwegian, 14 per cent of the Czechoslovakian and almost 5 per cent of the Italian entries into Canada in 1959. Students, entertainers, and persons listing "other" reasons of travel each accounted for between 1 and 2 per cent of the total number of entries from European countries other than the United Kingdom.

Entries from principal countries and areas not already specified are treated in Statement 17 under the residual heading "Others". About 64 per cent of these persons came to Canada as tourists and visitors which is considerably lower than the overall average (between 75 and 76 per cent). However, the percentages for the countries in the grouping "Others" varies considerably within this category as approximately 68 per cent of the entries from each of Mexico and South America indicated touring or visiting as their purpose of trip. On the other hand, a much lower proportion (between 27 and 28 per cent) of the persons arriving in Canada from countries in Asia specified either of these two reasons. Almost 18 in every 100 entries from countries under the residual heading "Others" were students. Temporary professional services (including clergymen) were indicated by 10 per cent of the visitors in this residual grouping, with the proportion varying from over 27 per cent of the visiting residents of Japan to only 5 per cent of the visitors from "other countries". It is notable that of the entries from countries included in the residual grouping termed "Others" nearly 3 per cent were persons whose purpose of trip was connected with entertainment; this is a significantly higher percentage of entertainers than that recorded by all non-immigrant entries. Approximately 9 out of every 100

**STATEMENT 17. Non-Immigrant Visitors Entering Canada from Overseas Countries,  
by Purpose of Visit, Principal Countries, 1959**

Country of residence	Tourists and visitors	Temporary profess- ional services and clergymen	Students	Diplomats and members of Allied Forces	In transit and members of crews	Enter- tainers	Other
	per cent						
<b>United Kingdom:</b>							
England .....	77.05	17.16	0.81	2.59	1.91	0.37	0.11
Scotland .....	92.11	5.61	0.15	0.45	1.25	0.15	0.28
Northern Ireland .....	94.63	3.89	0.27	0.94	0.27	—	—
Wales .....	89.67	5.16	0.47	1.88	2.82	—	—
Lesser British Isles .....	90.31	3.23	5.38	—	1.08	—	—
<b>Totals.....</b>	<b>80.34</b>	<b>14.58</b>	<b>0.70</b>	<b>2.17</b>	<b>1.77</b>	<b>0.31</b>	<b>0.13</b>
<b>Commonwealth countries (n.e.s.):</b>							
Australia .....	81.65	13.31	0.70	2.24	2.03	—	0.07
West Indies Federation .....	55.77	6.83	33.26	0.41	2.14	0.97	0.62
Bermuda .....	71.04	3.70	20.54	—	1.01	—	3.71
New Zealand .....	89.00	8.15	0.20	0.41	2.04	0.20	—
India .....	25.83	11.11	56.75	6.01	—	0.30	—
Union of South Africa .....	77.61	17.54	0.37	3.36	0.75	0.37	—
Hong Kong .....	75.94	3.51	15.82	1.31	1.14	—	2.28
Other Commonwealth countries .....	57.51	7.61	25.05	3.15	6.12	0.19	0.37
<b>Totals.....</b>	<b>69.03</b>	<b>8.20</b>	<b>17.92</b>	<b>1.61</b>	<b>1.98</b>	<b>0.28</b>	<b>0.98</b>
<b>Europe (n.e.s.):</b>							
Germany .....	79.05	15.11	0.90	1.79	2.53	0.27	0.35
Netherlands .....	87.40	8.90	0.88	1.40	1.26	0.16	—
France .....	66.36	24.66	2.28	2.42	1.40	2.23	0.65
Italy .....	56.15	22.10	1.48	1.25	4.67	2.85	11.50
Belgium .....	69.20	18.49	0.88	9.68	0.35	0.70	0.70
Switzerland .....	66.68	26.80	1.89	2.06	2.23	0.17	0.17
Austria .....	62.34	10.02	0.56	1.48	0.37	19.48	5.75
Poland .....	82.94	3.62	0.86	8.10	2.41	—	2.07
Denmark .....	78.25	9.30	1.80	7.80	2.85	—	—
Norway .....	43.46	17.34	1.66	8.08	29.22	—	0.24
Ireland (Republic).....	83.04	11.31	0.71	1.77	2.83	—	0.34
Sweden .....	64.22	30.96	1.02	0.51	2.28	0.25	0.76
Czechoslovakia .....	17.95	45.52	1.28	21.15	14.10	—	—
U.S.S.R. ....	15.13	27.73	2.52	49.58	—	5.04	—
Other European countries .....	70.75	12.26	3.90	7.80	1.39	0.56	3.34
<b>Totals .....</b>	<b>73.66</b>	<b>15.76</b>	<b>1.46</b>	<b>3.43</b>	<b>2.94</b>	<b>1.41</b>	<b>1.34</b>
<b>Others:</b>							
Mexico .....	67.47	8.19	17.15	0.22	5.09	1.88	—
Japan .....	43.93	27.38	7.70	8.20	3.28	9.18	0.33
South America .....	67.78	6.82	21.19	0.62	0.37	3.10	0.12
Asia (n.e.s.) .....	27.57	7.03	55.67	7.03	0.54	2.16	—
Africa (n.e.s.) .....	54.33	14.81	30.86	—	—	—	—
Other countries .....	70.56	5.01	17.49	4.01	2.08	0.85	—
<b>Totals.....</b>	<b>63.73</b>	<b>10.12</b>	<b>17.88</b>	<b>3.19</b>	<b>2.33</b>	<b>2.61</b>	<b>0.14</b>
<b>Grand totals.....</b>	<b>75.45</b>	<b>13.76</b>	<b>4.57</b>	<b>2.57</b>	<b>2.20</b>	<b>0.84</b>	<b>0.61</b>

n.e.s.—not elsewhere specified.

Japanese residents visiting Canada in 1959 and 3 out of every 100 South American residents indicated entertainment as their reason for coming to Canada. Diplomats and members of the Allied Forces ac-

counted for about 3 per cent of the entries from principal countries and areas grouped under "Others", while slightly over 2 per cent were either travelling in transit or were members of ships' crews.

**STATEMENT 18. Non-Immigrant Visitors Entering Canada from Overseas Countries,  
by Purpose of Visit, Principal Areas, 1959**

Area of residence	Tourists and visitors	Temporary professional services and clergymen	Students	Diplomats and members of Allied Forces	In transit and members of crews	Entertainers	Other
	per cent						
United Kingdom .....	51.25	51.00	7.34	40.51	38.59	17.88	10.10
Other Commonwealth countries ..	11.50	7.49	49.24	7.87	11.27	4.24	20.20
Other Europe .....	29.99	35.19	9.81	40.97	41.03	51.29	67.75
Others .....	7.26	6.32	33.61	10.65	9.11	26.59	1.95
<b>Totals .....</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>

A further analysis on purpose of trip reported by non-immigrants according to area of residence is revealed in Statement 18. For example, of all persons indicating touring or visiting over 50 per cent originated in the United Kingdom, 30 per cent came from other European countries, between 11 and 12 per cent were residents of other Commonwealth countries, and slightly over 7 per cent were from "Other" countries. Similarly, of persons on temporary professional services (including clergymen) 51 per cent were from the United Kingdom, 35 per cent from other European countries, between 7 and 8 per cent from other Commonwealth countries, and roughly 6 per cent from "Other" countries. On the other hand, the largest number of students (approximately 49 per cent) originated in the other Commonwealth countries, while between 33 and 34 per cent arrived in Canada from "Other" countries. Almost 10 per cent of the students were residents of Continental European countries and slightly over 7 per cent had

come from the United Kingdom. Approximately the same number (41 per cent) of diplomats and members of the Allied Forces came from the United Kingdom and other Europe, respectively, while almost 11 per cent had come from "Other" countries and 8 per cent from the other Commonwealth countries. Persons travelling either in transit or as members of ships' crews, consisted of 41 per cent from countries in Continental Europe, 39 per cent from the United Kingdom, slightly over 11 per cent from other Commonwealth countries, and about 9 per cent from "Other" countries. Over half of the entertainers (51 per cent) came to Canada from Continental Europe, 27 per cent were from "Other" countries, 18 per cent from the United Kingdom, and a little more than 4 per cent had come from the other Commonwealth countries. The majority of the entries specifying "other" reasons for travel to Canada (68 per cent) were from countries in Continental Europe.

**Canadian Travellers Overseas (Returning Direct)**

**Volume and Expenditures**

In 1959 Canadians returning direct from overseas numbered 156,800, an increase of 24,700 re-entries over the year 1958. Not only did this establish a new high in volume, but it marked an expansion in the rate of re-entries which in 1958 had experienced a decrease from the previous year. Some 19 per cent more Canadians re-entered Canada direct in 1959 as compared to a 10 per cent increase in 1958.

Expenditures of those returning direct from overseas in 1959 also reached a new high of \$123 million, out of the total of \$150 million covering all Canadian travel expenditures overseas. This sub-

total exceeds the amount spent in 1958 by \$20 million and represents an increase of 19 per cent. Estimates for 1959 revealed that Canadians returning direct from travel in overseas countries allocated \$54 million of their expenditures to travel in the United Kingdom and \$49 million to other European countries, representing increases of \$9 million or 22 per cent and \$5 million or 11 per cent, respectively over corresponding figures for 1958. Countries designated as "other British" received \$9 million of the Canadian overseas travel account, approximately \$2 million or 32 per cent more than during 1958, while those referred to as "other countries" received \$10 million in 1959 as compared to \$8 million in 1958, or an increase of 32 per cent.

In 1959, as in 1958, transportation costs to and from North America accounted for 47 per cent of the expenditures reported by Canadians returning direct from overseas countries. However, the proportion of transportation costs received by Canadian carriers fell slightly from 40 per cent in 1958 to 39 per cent in 1959. Comparable data released by the United States Department of Commerce revealed that overseas transportation costs paid by Americans were about equally divided between foreign and domestic carriers.

As in recent years, a survey of selected groups of travellers returning direct from overseas has yielded additional information concerning type of transportation, destination, points of departure and re-entry, purpose of visit, etc. Results of these surveys have been reasonably consistent from year to year and extensions of the coverage have been valuable in providing more information on Canadian travel to overseas countries.

**STATEMENT 19. Residents of Canada Returning Direct from Overseas Countries,  
Principal Ports of Re-Entry, 1955-59**

Port of re-entry	1955	1956	1957	1958	1959
Gander, Nfld. ....	9,729	1,925	3,254	2,665	3,578
Dorval, Que. ....	19,507	33,415	37,927	49,383	64,938
Malton, Ont. ....	7,823	13,592	15,962	21,067	23,765
Edmonton, Alta. ....	—	—	—	—	1,462
Vancouver, B.C. (Aeroplane).....	4,523	7,472	9,369	9,897	12,905
St. John's, Nfld. ....	608	720	710	573	537
Halifax, N.S. ....	6,713	5,892	7,557	4,138	4,055
St. John, N.B. ....	1,034	1,089	1,373	1,281	940
Quebec, <sup>1</sup> Que. ....	33,408	37,182	38,877	38,453	39,704
Vancouver, B.C. (Vessel).....	1,039	1,182	1,332	1,258	1,493
Other ports ....	3,635	3,625	3,541	3,404	3,428
<b>Totals, all ports .....</b>	<b>88,019</b>	<b>106,094</b>	<b>119,902</b>	<b>132,119</b>	<b>156,805</b>

<sup>1</sup> Many returning residents cleared at Quebec disembark at Montreal.

### Type of Transportation

The percentage of overseas transportation costs (of persons returning direct) which were allocated to air travel again increased substantially over the figure of the previous year. Whereas in 1958, air lines received approximately 61 per cent of transportation fares and steamship lines 39 per cent, in 1959 the distribution was increasingly uneven, with air lines receiving 67 per cent and steamship lines only 33 per cent of the total overseas transportation costs. The increasing popularity of air travel is evidenced by an analysis of Statement 19 which shows substantial increases in the volume of re-entries through airports over the years and corresponding decreases in the number of persons returning by boat. Furthermore, all main airports recorded increased traffic in 1959, including Gander, Newfoundland, which in 1958 was the only one to experience fewer re-entries than in 1957. For the first time, traffic through the airport at Edmonton has been sufficiently heavy to merit listing it as a

principal port of re-entry. In 1959 ports registering re-entries by air accounted for 68 per cent of total re-entries, as compared with between 62 and 63 per cent in 1958 and 56 per cent in 1957. On the other hand, ports showing re-entries by vessel accounted for 30 per cent of the re-entries in 1959, compared with 35 per cent in 1958 and 41 per cent in 1957. Ports not specified in the statement continued to account for between 2 and 3 per cent of the re-entries in 1959, as they did in 1958. The number of Canadians returning by plane advanced to 106,600 in 1959 from 83,000 in 1958, a gain of 23,600 re-entries or 28 per cent, considerably greater than the 25 per cent gain experienced in 1958. In addition, re-entries by vessel, which numbered 46,700 in 1959, exceeded the corresponding 1958 figure by 1,000 or 2 per cent; whereas in 1958, the number of Canadians re-entering by this means had decreased 8 per cent over the previous year. Similarly, re-entries through ports not specified, which, through 1955 to 1958 had been recording fewer re-entries, in 1959 were practically unchanged from the previous year. Persons re-

entering Canada at "Other Ports" as recorded in Statement 19 involved both types of transportation. The aggregate for all ports was about 19 per cent higher than the previous year. A further breakdown of data by quarters is given in Statement 20, which shows the seasonal effect on the volume of travel overseas. Both re-entries by air and steamship lines are greatest during the third quarter. During this period, traffic at the Atlantic seaports of Halifax, N.S. and St. John, N.B. is at a minimum; but, how-

ever, there is a substantial increase in activity at these ports in the first quarter of the year, when Quebec and Montreal are closed to navigation for the winter months. In addition, re-entries of Canadians returning direct from visits to overseas countries through the airport at Malton, Ontario, were highest during the first quarter of 1959; whereas in 1958 traffic at this port reached its peak during the third quarter.

**STATEMENT 20. Residents of Canada Returning Direct from Overseas Countries,  
Principal Ports of Re-Entry, compiled Quarterly, 1959**

Port of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Gander, Nfld. ....	296	548	1,342	1,392	3,578
Dorval, Que. ....	13,323	12,929	26,212	12,474	64,938
Malton, Ont. ....	8,398	4,980	7,089	3,298	23,765
Edmonton, Alta. ....	199	182	601	480	1,462
Vancouver, B.C. (Aeroplane) .....	4,737	2,352	3,219	2,597	12,905
St. John's, Nfld. ....	43	133	262	99	537
Halifax, N.S. ....	2,049	941	371	694	4,055
Saint John, N.B. ....	781	3	—	156	940
Quebec, <sup>1</sup> Que. ....	—	7,410	21,285	11,009	39,704
Vancouver, B.C. (Vessel) .....	277	608	254	354	1,493
Other ports .....	78	423	2,226	701	3,428
<b>Totals, all ports .....</b>	<b>30,181</b>	<b>30,509</b>	<b>62,861</b>	<b>33,254</b>	<b>156,805</b>

<sup>1</sup> Many returning residents cleared at Quebec disembark at Montreal.

### Destination

Canadian overseas travellers returning direct were also asked to specify their destination on the questionnaire. The results which follow are expressed in terms of percentages only as the information originates from a sample still in the process of development. Once again, this information was arranged on the basis of the area rather than the country visited, as many respondents, particularly those reporting visits to Europe, indicated visits to several countries on one trip abroad. A higher percentage of travellers reported visits to the United Kingdom in 1959 (29 per cent compared to 26 per cent in 1958), while the number combining trips to other Europe as well fell slightly to 30 per cent from 31 per cent in 1958. Those visiting Continental European countries declined to approximately 16 per cent of the total in 1959, as compared with 19 per cent in 1958. The percentage of persons reporting visits to the West Indies Federation, Bermuda, and Hawaii, remained fairly constant at 6 per cent,

5 per cent, and 4 per cent, respectively, while over 1 per cent fewer respondents indicated trips to Mexico than the 4 per cent who had visited there in 1958. Between 4 and 5 per cent of the respondents had visited a combination of several areas in 1959, compared to between 2 and 3 per cent in 1958, while those visiting Central America and the West Indies (not British) again accounted for about 1 per cent of the total number of visits. As in 1958, less than 1 per cent visited each of the following areas: Australia and New Zealand, other Commonwealth, South America, and other countries not already specified. It should be noted that the information presented above applies only to Canadians returning from overseas direct and does not take into account those returning via the United States.

Similar to previous years, a seasonal effect was noticeable in the proportion of Canadians recording visits to various overseas countries. In 1959 the United Kingdom was reported as the destination by

35 per cent of the respondents in the third quarter, 32 per cent in the fourth, 23 per cent in the second and 19 per cent in the first quarter. Combined visits to the United Kingdom and other Europe as well were greatest in the third and fourth quarters, accounting for about 37 and 36 per cent of the respondents, respectively, while the proportion visiting these areas in the first and second quarters was considerably lower at 15 and 24 per cent, respectively. The number of Canadians reporting visits to Continental European countries only did not show any significant seasonal variation from the yearly average, ranging between 15 and 16 per cent throughout each of the four quarters. Visits by Canadians to the West Indies Federation, Hawaii, and Mexico were most frequent during the first quarter of 1959, accounting for about 17 per cent, 11 per cent and 9 per cent of the respondents, respectively, while the proportion travelling to Bermuda reached a maximum of between 8 and 9 per cent during the second quarter.

An analysis of area visited according to port of re-entry also reveals some interesting comparisons. Of total re-entries through the ports of Gander and Dorval, indications were that 34 per cent had visited the United Kingdom only, 31 per cent had combined trips to other European countries as well, and 20 per cent had confined their travelling to European countries other than the United Kingdom. Approximately 6 per cent reported visits to the West Indies Federation and 3 per cent to Bermuda, while 4 per cent reported destinations in two or more areas.

A smaller proportion of visits (approximately 10 per cent) to each of the United Kingdom, the United Kingdom and other Europe, and other Europe only, was recorded by Canadians re-entering through Malton, while about 26 per cent had been to the West Indies Federation and 21 per cent to Bermuda. Mexico had been the destination of 12 per cent of the re-entries through this port, while the remainder of the re-entrants reported trips to either Central America and the West Indies not British (3 per cent), South America (2 per cent), and other British Commonwealth countries (1 per cent). Almost 4 per cent of the re-entries through the port of Malton indicated combined trips to several areas.

Of the total number of Canadians re-entering by air and ship at Vancouver, 40 per cent had been to Hawaii and 27 per cent to Europe. The breakdown of those visiting Europe shows 7 per cent had been to the United Kingdom and 7 per cent to other European countries, while between 12 and 13 per cent had combined visits to these two areas. The next largest proportion (between 6 and 7 per cent) had been to Mexico, while 6 per cent had travelled to Australia and New Zealand. Those reporting visits to more than one area accounted for 10 per cent of the total, while those visiting other countries not specified represented 7 per cent of the re-entries. Between 1 and 2 per cent went to South America and less than 1 per cent to Central America

and the non-British West Indies, while no visits were reported to the West Indies Federation or Bermuda.

Between 42 and 43 per cent of the respondents re-entering Canada by ship at Atlantic and St. Lawrence River ports had combined visits to the United Kingdom and other European countries, while 38 per cent indicated the United Kingdom, and 14 per cent other Europe, as their destinations. Approximately 5 per cent of these respondents reported visits to other areas overseas, with the majority combining destinations in several countries.

### Length of Stay

A further analysis of returned questionnaires indicated that the length of stay recorded by Canadians returning from overseas countries direct, varied with the destination reported. For example, respondents averaged a stay of 52 days in the United Kingdom in 1959, as compared to 55 days in 1958 and 59 days in 1957. Persons returning by plane averaged 38 days, the same as in 1958, while those travelling by boat remained in the United Kingdom 71 days or 3 days less than in 1958.

Canadians combining trips to the United Kingdom and other Europe as well reported visits of 68 days in comparison with 66 days in 1958. Furthermore, this 68-day-visit averaged 35 days in the United Kingdom which is 3 days longer in comparison with 1958, and 33 days in other Europe, or 1 day less than in 1958. The average length of stay (93 days) of persons travelling by ship was much longer than that recorded by plane travellers (47 days), and exceeded the comparable 1958 figure by 9 days. On the other hand, the average stay of plane travellers remained unchanged over 1958. A breakdown of the length of stay as reported by persons using ships showed that they had spent 50 days in the United Kingdom and 43 days in other European countries; whereas Canadians re-entering by plane indicated visits of 23 and 24 days to these two areas, respectively.

As in 1958, visits of approximately 58 days were spent by Canadians on trips to Continental Europe. The average stay of those flying to their destination increased from 43 days in 1958 to 46 days in 1959, while similarly, longer visits were reported by boat travellers, who averaged approximately 86 days in comparison with 80 days in 1958.

Visits to other Commonwealth countries were chiefly by aeroplane, and considerable variation was evident in the length of stay. Persons visiting Bermuda averaged 14 days in comparison with 17 days in 1958, while travellers to the West Indies Federation remained 21 days or approximately the same length of time as in 1958. In comparison with the previous year, Canadians returning direct in 1959 from trips to Australia and New Zealand reported longer visits in those countries, while

respondents who had visited other British Commonwealth countries not already specified remained a shorter period of time.

Canadian residents visiting Central America and the non-British West Indies remained approximately 18 days, or 4 days more than during 1958. Respondents who had visited Mexico also averaged an 18-day-visit, which, however, was a decrease of 3 days in comparison with the time spent there in 1958. The time allotted to visits in South America increased considerably from 41 days in 1958 to 62 days in 1959, while the average length of stay in Hawaii fell from 29 to 25 days during the same period.

### Purpose of Visit

Similar to the procedure followed in previous years, returned questionnaires reporting more than one purpose of trip were weighted and combined with

those reporting on one purpose only, in order to obtain a valid indication of the reasons given by Canadians for travelling overseas. Included in this procedure in 1959 are returned questionnaires reporting on trips to a combination of several areas, which, however, are not significant enough to place data for 1958 on a non-comparable basis. Final compilations revealed that approximately 42 per cent of the respondents had visited friends or relatives overseas in 1959, in comparison with 44 per cent in 1958. The number reporting recreation advanced moderately from 42 per cent in 1958 to over 43 per cent in 1959; whereas the proportions indicating business trips and formal study remained relatively constant at between 9 and 10 per cent and slightly over 1 per cent, respectively. There was only a slight increase over 1958 in the number of respondents travelling overseas for reasons of health, when between 3 and 4 per cent indicated this purpose of trip.

**STATEMENT 21. Purpose of Visit reported by Canadians Returning Direct from Overseas Countries, compiled Quarterly by Type of Transportation, 1959**

Type of transportation by quarter	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
<b>Aeroplane:</b>					
First quarter .....	8.4	0.3	6.5	48.3	36.5
Second quarter .....	15.0	0.1	5.3	48.9	30.7
Third quarter .....	9.4	0.6	1.1	43.9	45.0
Fourth quarter .....	16.2	1.1	2.3	37.2	43.2
<b>Year .....</b>	<b>11.8</b>	<b>0.5</b>	<b>3.4</b>	<b>44.4</b>	<b>39.9</b>
<b>Vessel:</b>					
First quarter .....	9.0	0.8	7.0	38.5	44.7
Second quarter .....	7.6	2.6	4.8	35.5	49.5
Third quarter .....	4.3	2.9	2.7	44.8	45.3
Fourth quarter .....	4.0	2.3	3.7	39.9	50.1
<b>Year .....</b>	<b>5.2</b>	<b>2.6</b>	<b>3.6</b>	<b>41.5</b>	<b>47.1</b>
<b>Aeroplane and vessel:</b>					
First quarter .....	8.5	0.3	6.6	46.9	37.7
Second quarter .....	12.6	1.0	5.1	44.4	36.9
Third quarter .....	7.3	1.5	1.8	44.3	45.1
Fourth quarter .....	11.9	1.5	2.8	38.2	45.6
<b>Year .....</b>	<b>9.5</b>	<b>1.2</b>	<b>3.5</b>	<b>43.4</b>	<b>42.4</b>

A breakdown of purpose of trip according to type of transportation, showing the seasonal effect as well, is presented in Statement 21. Trips overseas for recreation were reported by approximately 44 per cent of the air passengers and between 41 and 42 per cent of those travelling by ship. On the other hand, a larger number (47 per cent) of boat travellers indicated visits to friends or relatives overseas than did the proportion (40 per cent) of air travellers. Nearly 12 per cent of the respondents re-entering

Canada by plane, as opposed to only 5 per cent by boat, had been overseas on business, while there was very little difference between the percentage travelling by air and boat who reported health as their purpose of trip. Although the total number of re-entries, both air and boat, indicating formal study as a purpose of trip is quite small, the proportion of boat travellers who specified this purpose (almost 3 per cent) was much higher than the proportion of air travellers (less than 1 per cent).

A further analysis of Statement 21 shows the effect that the season of year has on the proportion of re-entries reporting various purposes of trip. Business trips made up higher ratios during the second and fourth quarters of 1959 and the least in the third quarter; whereas the proportion of respondents travelling overseas for formal study was highest during the third and fourth quarters and lowest in the first. Trips overseas for recreation were a higher ratio during the first quarter and were

at a minimum in the fourth, while the largest proportion of those who had visited friends or relatives travelled during the second half of 1959. Health as a reason for travel overseas was indicated by only about 2 per cent of the respondents in the third quarter, but by almost 7 per cent during the first quarter and 5 per cent during the second quarter. Generally, data presented in Statement 21 compares favourably with, and shows little variation from similar compilations of information in 1958.

**STATEMENT 22. Purpose of Visit reported by Canadians Returning Direct from Overseas  
Countries, compiled by Destination, 1959**

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
United Kingdom only .....	6.5	0.3	2.4	24.2	66.6
U.K. and Other European countries .....	13.8	2.6	1.8	52.4	29.4
Other European countries only .....	9.7	1.4	3.4	28.5	57.0
Other Commonwealth countries .....	5.4	—	8.2	68.1	18.3
All other countries .....	8.4	0.1	8.1	70.0	13.4
<b>Grand totals .....</b>	<b>9.5</b>	<b>1.2</b>	<b>3.5</b>	<b>43.4</b>	<b>42.4</b>

An analysis of purpose of trip according to area visited overseas is given in Statement 22. Considerable variation is noticeable. For example, almost 67 per cent of the respondents indicating trips to the United Kingdom had visited friends or relatives, compared with only 57 per cent of those travelling to other European countries, representing decreases of 7 and 3 percentage points, respectively over comparable 1958 figures. Thus, the trend indicated in earlier years towards increased visiting of friends or relatives in these areas appears to have been interrupted. Recreation accounted for 24 per cent of the visits to the United Kingdom in comparison with 17 per cent in 1958 and, moreover, was the reason for between 28 and 29 per cent of the visits to other European countries, an increase of about 2 per cent over 1958. Again in 1959 a greater percentage of respondents who had travelled to European countries other than the United Kingdom reported trips for business, formal study, and health, than those who had visited the United Kingdom only, while, at the same time, showing little variation in comparison with corresponding 1958 figures.

It can be readily observed that, of persons who combined trips to the United Kingdom and other European countries, a much larger percentage reported on recreation and business trips as well as formal study, than those who confined their travel to either area separately. On the other hand, only 29 per cent of the respondents who travelled in these two areas combined had reported visits to friends or relatives, which was considerably less than the number of visits for this purpose as reported by persons travelling in each area separately.

Moreover, in comparison with 1958, only the percentage of re-entrants who had visited the two areas combined for purposes of business and health recorded a change in 1959. While the number specifying business trips decreased by 1 per cent to 14 per cent in 1959, the percentage travelling overseas for health increased by about the same amount to approximately 2 per cent.

In comparison with 1958, the year 1959 registered increases of between 3 and 4 per cent in the proportion of travellers to other Commonwealth countries who indicated visits to friends or relatives, and 1 per cent in the number specifying health as a reason. This was accompanied by a decrease of almost 5 per cent in the percentage indicating recreation as the reason for travel. Business trips to this area were as frequent (about 5 per cent) in 1959 as in 1958.

Some changes occurred in the reason for travel as reported by Canadians returning direct from visits to overseas areas not already specified, which are considered collectively under the heading "all other countries". The most important travel areas included in this residual classification are Mexico, Hawaii, Cuba, Puerto Rico, and the countries of South America. A decrease from 76 per cent in 1958 to 70 per cent in 1959 in the number specifying recreation and an increase in the number visiting friends or relatives from 8 per cent to a little over 13 per cent were the most significant changes recorded for "all other countries", although the proportion of Canadian visitors to these areas for purposes of health advanced slightly to 8 per cent.

### Canadian Travellers Overseas (Returning Via the United States)

For the second consecutive year information has been collected, by means of a questionnaire, from Canadians re-entering Canada via the United States after visits in overseas countries, thereby permitting comparisons of 1959 data with similar figures for 1958.

A total of 46,000 Canadians were estimated to have returned from overseas via the United States in 1959, some 4,000 or between 9 and 10 per cent more re-entries than in 1958. Expenditures of these travellers were estimated at \$27 million of which \$8 million was allocated to cover the cost of transportation (exclusive of the amount paid to United States and Canadian carriers).

#### Destination

As in the previous year, the patterns of overseas travel revealed in the sample of Canadians returning via the United States differed markedly in many instances from those established in the category of direct re-entries. For example, an analysis of the former according to destination overseas revealed that a greater percentage had visited countries readily accessible through the United States.

The most significant difference occurred in travel to Mexico, which accounted for 13 per cent of the visits reported by those returning via the United States but only 3 per cent of those returning direct from overseas. Travel to Mexico, as indicated by persons re-entering Canada via the United States, was down from the 22 per cent recorded in 1958. The proportion of indirect re-entries travelling to the West Indies Federation amounted to 16 per cent compared to 6 per cent for the direct. Trips to Bermuda were reported by between 10 and 11 per cent of those returning indirect (little change over 1958) in comparison with 5 per cent of the direct re-entries. Of Canadians returning to Canada through the United States some 9 per cent had been to Central America and the non-British West Indies, while nearly 5 per cent specified Hawaii as their destination. In comparison, corresponding figures for direct re-entries were 1 per cent and 4 per cent, respectively. Travel to South America accounted for 3 per cent of the via United States respondents, but less than 1 per cent of the direct. The former group recorded a slightly higher percentage of visits to remaining non-European areas, than were indicated by those in the latter classification.

**STATEMENT 23. Purpose of Visit reported by Canadians Returning from Overseas Countries Via the United States, compiled by Destination, 1959**

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives	Other
	per cent					
United Kingdom only .....	12.7	0.8	1.5	24.6	56.5	3.9
U.K. and other European countries .....	14.9	1.6	1.4	53.9	26.6	1.6
Other European countries only .....	10.4	0.4	3.4	26.5	57.5	1.8
Other Commonwealth countries .....	8.4	—	7.7	67.9	14.2	1.8
All other countries .....	9.0	0.1	5.1	68.1	14.1	3.6
<b>Grand totals .....</b>	<b>10.6</b>	<b>0.5</b>	<b>4.6</b>	<b>55.6</b>	<b>26.2</b>	<b>2.5</b>

A comparison of travel to European countries shows an opposite trend, with some 10 per cent of the re-entries via the United States reporting visits to the United Kingdom as opposed to 29 per cent of the re-entries direct. Trips to the United Kingdom in 1959 accounted for approximately 4 per cent more Canadians travelling overseas and returning via the United States than in 1958. The United Kingdom and other European countries were visited by 18 per cent of those re-entering via the United States compared with 30 per cent of the direct. The proportion of respondents returning to Canada through the United States who had been to Continental European countries advanced to 11 per cent in 1959, while 16 per cent of the direct re-entries had reported similar destinations.

Estimates of expenditures (including transportation costs) reveal that Canadian overseas travellers

returning via the United States allocated nearly \$4 million of their travel budget to visits in the United Kingdom, and nearly the same amount for overseas transportation to carriers registered in the United Kingdom. Other European countries received approximately \$7 million in payments from Canadians within the area, while approximately \$4 million was spent on oceanic transportation. Countries designated as other British (principally the West Indies Federation and Bermuda) were the recipients of some \$4 million mainly expenditures within the areas.

#### Length of Stay

Canadian residents returning from overseas via the United States in 1959 averaged 45.9 days abroad of which 8.3 days were spent en route in the United States. Longer lengths of stay en route by persons visiting countries closer to the United States, such

as Mexico, South America, and the West Indies Federation, were largely responsible for the over-all increase recorded in this category. Respondents visiting the United Kingdom in 1959 stayed an average of 41 days in addition to spending 6 days in the United States, and although the total travel time involved was between 6 and 7 days longer than in 1958, it was, however, some 5 days less than the length of stay averaged by the direct re-entries. Canadians combining trips to the United Kingdom and other European countries averaged 68 days overseas and 5 days in the United States. Trips to European countries other than the United Kingdom averaged between 61 and 62 days and comprised approximately 55 days overseas plus 6 days in the United States. Persons travelling overseas to this area and returning via the United States reported visits lasting on the average some 3 days longer than those indicated by the direct re-entries.

Canadians returning from Bermuda via the United States, while averaging approximately the same length of stay as those returning direct, did, on the other hand, remain in that country about 2 days less than in 1958. Respondents visiting Bermuda averaged a trip of 15 days, of which slightly over 3 days were spent in the United States. The average visit to the West Indies Federation by Canadians returning via the United States lasted 24 days, exceeding by about 3 days the average attained by persons returning direct. When questionnaires reporting trips to Mexico were tabulated it was found that the average length of visit, including the time spent in the United States en route, amounted to 32 days, about 7 days longer than in 1958. It was, in addition, a considerably longer visit than the 18-day-stay averaged by the direct re-entries. The average visit to Central America and the West Indies not British lasted 22 days, about 4 days longer than the 18 day average recorded for the direct re-entries. Respondents averaged 10 days in the United States and 12 days at destination. Travel to Hawaii comprised an average of 9 days en route in the United States and an average of 25 days at destination, some 9 days in excess of the average visit recorded by the direct re-entries. The average length of stay attained by returning Canadian residents who had visited Australia and New Zealand amounted to 62 days in 1959.

The most popular destinations during the first half of the year were the West Indies Federation and Mexico. The former accounted for 23 per cent of the re-entries in the first quarter and 19 per cent in the second, while similar travel figures for Mexico were 20 per cent and 14 per cent, respectively. However, the trend favoured European countries in the third quarter, with some 24 per cent of the returning residents in this period indicating trips to the United Kingdom and other Europe; while, in addition to persons visiting both areas, the proportion who visited these areas separately amounted to 17 per cent and 14 per cent, respectively. In the final quarter of the year visits to both the United Kingdom and other Europe accounted for 20 per cent of the re-entries via the United States; the proportion

visiting these areas separately in each case amounted to 9 per cent. During this period 14 per cent visited the West Indies Federation, while 13 per cent gave Mexico as their destination.

### Purpose of Visit

A study of Canadians returning from overseas visits via the United States according to purpose of trip reveals certain patterns which differ from those established by the direct re-entries. For example, between 55 and 56 per cent of the via United States re-entries travelled overseas for recreation, exceeding the corresponding proportion of direct re-entries by some 12 percentage points. On the other hand, a much smaller percentage (26 per cent) of the indirect re-entries reported visits to friends or relatives as their purpose of trip than did the proportion (42 per cent) of direct re-entries. The percentage of Canadians returning direct and via the United States who indicated business, formal study or health as their reason for travelling overseas varied only slightly. Between 10 and 11 per cent of the respondents re-entering Canada through the United States had been overseas on business and between 4 and 5 per cent went for reasons of health, while less than 1 per cent indicated formal study. Respondents indicating "other" reasons for travel represented between 2 and 3 per cent of the total and in most cases specified shopping. However, it is possible that much of the shopping may have occurred en route in the United States.

Although in comparison with 1958, the proportion of respondents who indicated recreation fell 3 per cent, on the other hand, the percentage who reported visits to friends or relatives advanced some 4 per cent. The number of re-entries specifying travel overseas for reasons of health declined 2 per cent over the 1958 figure, while those checking "other" reasons recorded a slight gain of less than 1 per cent. The proportion reporting on overseas trips for business reasons and formal study showed little or no change from 1958.

Purpose of trip compiled by destination is presented in Statement 23. Of Canadians re-entering Canada via the United States after visits to the United Kingdom, between 56 and 57 per cent had visited friends or relatives, an increase of almost 7 percentage points over 1958. However, the proportion indicating recreation (25 per cent) and business (13 per cent) represented decreases of slightly over 6 percentage points and nearly 2 percentage points, respectively in comparison with similar figures for 1958. Travel to the United Kingdom and other Europe was mainly for recreation, accounting for approximately 54 per cent of the respondents visiting these areas in 1959, or an increase of about 9 percentage points over the previous year. The 27 per cent of the respondents who travelled to the United Kingdom and other Europe for the purpose of visiting friends or relatives represented a decrease of over 5 percentage points in comparison with 1958, while the proportion recording trips for business reasons also fell slightly to about 15 per cent. A study of travel to

Continental European countries reveals that the proportion of re-entries via the United States who had visited friends or relatives in this area registered a substantial gain accounting for between 57 and 58 per cent as compared to 47 per cent in 1958. On the other hand, decreases of between 6 and 7 percentage points appeared in the proportion checking recreation, while the percentages for health reasons or business purposes were down slightly as well.

Visits to other Commonwealth countries (principally Bermuda and the West Indies Federation) for recreation accounted for nearly 68 per cent of the respondents travelling to this area in 1959, little change over 1958. The purpose of visiting friends or relatives represented about 14 per cent of the trips in 1959 compared to 16 per cent in 1958. An

increase of 2 per cent was noted in the proportion of travellers to other Commonwealth countries who specified business reasons (8 per cent). As in 1958, a higher proportion of visitors to countries within this category indicated trips for reasons of health than travellers to any other area.

Travel to remaining countries (such as Mexico, Hawaii, and South America included in the residual classification "all other countries") was mainly for recreation, which accounted for some 68 per cent of the trips to these regions in 1959 as compared to between 69 and 70 per cent in 1958. Visiting friends or relatives was reported by about 14 per cent of the respondents visiting "all other countries", a gain of almost 3 percentage points over 1958, while, at the same time, business trips increased slightly to 9 per cent.

**STATEMENT 24. Purpose of Visit reported by Canadians Returning from Overseas Countries Via the United States, compiled Quarterly, 1959**

	Business	Formal study	Health	Recreation	Visiting friends or relatives	Other
	per cent					
First quarter .....	7.9	—	12.0	59.9	20.2	—
Second quarter .....	12.2	0.5	5.1	52.3	25.4	4.5
Third quarter .....	8.8	0.7	1.5	53.3	33.9	1.8
Fourth quarter .....	13.6	0.9	2.1	59.0	20.8	3.6
<b>Year .....</b>	<b>10.6</b>	<b>0.5</b>	<b>4.6</b>	<b>55.6</b>	<b>26.2</b>	<b>2.5</b>

Statement 24 presents purpose of trip data on a quarterly basis for Canadians returning from overseas countries via the United States. As in 1958, trips overseas for recreation were most frequent in the first quarter, accounting for almost 60 per cent of the travel in this period, but down some 12 per cent from the 1958 figure. Recreation in the second quarter also recorded a decrease, from 60 per cent in 1958 to about 52 per cent in 1959, the minimum recorded for this purpose on a quarterly basis. However, recreational travel expanded during the remainder of the year, and accounted for 53 per cent of the travellers in the third quarter and 59 per cent in the fourth quarter, increases over similar 1958 figures of about 1 and 5 percentage points, respectively.

Visiting friends or relatives was again most popular during the third quarter, increasing to 34 per cent from 29 per cent in the same quarter of 1958. This purpose was, in addition, indicated more frequently during the first half of 1959 than 1958, advancing to approximately 20 per cent in the first quarter and between 25 and 26 per cent in the second, or increases of over 10 and 5 percentage points, respectively. Health as a purpose of trip

was reported quite often in the first and second quarters especially by those travelling to countries with warmer climates, with the proportion of respondents ranging from 12 per cent in the first quarter to between 1 and 2 per cent in the third.

Business trips again reached their maximum in the fourth quarter, accounting for between 13 and 14 per cent of the overseas via the United States travellers during this period. The most significant change occurred in the second quarter of 1959 as the proportion of respondents indicating business amounted to over 12 per cent compared to between 7 and 8 per cent in the same quarter of 1958.

In 1959, about 59 per cent of the respondents returning via the United States reported that they had travelled in groups of two or more, approximately the same percentage as in 1958. Although seasonal variation was evident, more people travelled in groups than singly throughout each of the four quarters. The highest proportion of group travel (66 per cent) occurred in the second quarter and the lowest (53 per cent) in the third, while 61 per cent of the travellers in each of the remaining quarters reported they had travelled in groups. The frequency of group travel was also affected by the purpose of

**STATEMENT 25. Quarterly Estimates of the Balance of Payments on Travel Account  
between Canada and Other Countries, 1950-59<sup>1</sup>**

	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	millions of dollars				
Quarterly receipts:					
1950 .....	23	51	152	49	275
1951 .....	23	51	157	43	274
1952 .....	24	53	156	42	275
1953 .....	26	57	172	47	302
1954 .....	24	59	172	50	305
1955 .....	26	66	182	54	328
1956 .....	26	65	191	55	337
1957 .....	31	76	197	59	363
1958 .....	31	75	188	55	349
1959 <sup>1</sup> .....	32	86	212	61	391
Per cent of year:					
1950 .....	8.4	18.5	55.3	17.8	100.0
1951 .....	8.4	18.6	57.3	15.7	100.0
1952 .....	8.7	19.3	56.7	15.3	100.0
1953 .....	8.6	18.9	56.9	15.6	100.0
1954 .....	7.9	19.3	56.4	16.4	100.0
1955 .....	7.9	20.1	55.5	16.5	100.0
1956 .....	7.7	19.3	56.7	16.3	100.0
1957 .....	8.5	20.9	54.3	16.3	100.0
1958 .....	8.9	21.5	53.9	15.7	100.0
1959 <sup>1</sup> .....	8.2	22.0	54.2	15.6	100.0
Quarterly payments:					
1950 .....	36	58	79	53	226
1951 .....	54	74	96	56	280
1952 .....	63	97	110	71	341
1953 .....	68	95	124	78	365
1954 .....	65	102	134	88	389
1955 .....	78	119	156	96	449
1956 .....	93	133	169	103	498
1957 .....	100	142	178	105	525
1958 .....	100	140	192	110	542
1959 <sup>1</sup> .....	117	144	215	122	598
Per cent of year:					
1950 .....	15.9	25.7	35.0	23.4	100.0
1951 .....	19.3	26.4	34.3	20.0	100.0
1952 .....	18.5	28.4	32.3	20.8	100.0
1953 .....	18.6	26.0	34.0	21.4	100.0
1954 .....	16.7	26.2	34.5	22.6	100.0
1955 .....	17.4	26.5	34.7	21.4	100.0
1956 .....	18.7	26.7	33.9	20.7	100.0
1957 .....	19.1	27.0	33.9	20.0	100.0
1958 .....	18.5	25.8	35.4	20.3	100.0
1959 <sup>1</sup> .....	19.6	24.1	35.9	20.4	100.0
Quarterly Balance (Net Credits + Net Debits -):					
1950 .....	- 13	- 7	+ 73	- 4	+ 49
1951 .....	- 31	- 23	+ 61	- 13	- 6
1952 .....	- 39	- 44	+ 46	- 29	- 66
1953 .....	- 42	- 38	+ 48	- 31	- 63
1954 .....	- 41	- 43	+ 38	- 38	- 84
1955 .....	- 52	- 53	+ 26	- 42	- 121
1956 .....	- 67	- 68	+ 22	- 48	- 161
1957 .....	- 69	- 66	+ 19	- 46	- 162
1958 .....	- 69	- 65	- 4	- 55	- 193
1959 <sup>1</sup> .....	- 85	- 58	- 3	- 61	- 207

<sup>1</sup> Subject to revision.

trip ranging from 63 per cent of persons indicating recreation to only 11 per cent of those specifying formal study. The highest frequency of group travel among re-entries via the United States according to destination was recorded by those returning from visits to Australia and New Zealand (79 per cent), while the lowest occurred among travellers re-entering Canada after visits to the United Kingdom (49 per cent).

An analysis of the type of transportation used in re-entering Canada from the United States after visiting overseas countries shows that the majority, some 53 per cent, made the return trip by plane, while automobile was the next most popular form of re-entry, accounting for about 24 per cent. Similar figures for other types of transportation show train with over 16 per cent, bus with over 4 per cent and boat slightly less than 3 per cent.

### **Quarterly Distribution of Receipts and Payments for International Travel**

Data on the quarterly distribution of the balance of payments on travel account for the period of 1950-59 inclusive appear in Statement 25. The distribution on a quarterly basis follows much the same seasonal pattern throughout the ten year period. Among significant changes occurring during the period has been the change from a credit to a debit balance for the third quarter of the year which appeared for the first time in 1958, and the continued enlargement in the debit balances in other quarters. In 1959 the debit balance during the third quarter amounted to \$3 million as compared to \$4 million during the same period of 1958.

The pattern on receipts was similar to other years with more than 50 per cent being concentrated in the third quarter. Most of the increase in receipts appeared in the second and third quarters as the proportion for the year was higher in the second and third quarters of 1959 than the corresponding period of 1958.

Payments continue to be more evenly distributed throughout the year than receipts. Compared with 1958 a higher percentage of the payments appeared in the first and third quarters, while the importance of the fourth quarter was practically unchanged. Payments during the second quarter as a portion of the year were nearly 2 per cent lower in 1959 reflecting the effects of the Easter season in March of that year.

Examination of the balance of payments on a quarterly basis reveals a substantial increase of \$16 million in the debit balance during the first quarter, while the fourth quarter was \$6 million higher than 1958. Along with this there was a decrease of \$7 million in the debit balance during the second quarter, while the third quarter was practically unchanged from 1958. The summary of the four quarters shows a debit balance of \$207 million as compared with \$193 million in 1958, a net increase of some \$14 million for the year.

## STATISTICAL TABLES

**TABLE 1. Balance of Payments on Travel Account Between Canada and Other Countries,  
1926-59**  
(Net Credits + Net Debits -)

Year	Account with United States			Account with overseas countries <sup>1</sup>			Account with all countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
	millions of dollars								
1926 .....	140	70	+ 70	12	29	- 17	152	99	+ 53
1927 .....	148	72	+ 76	15	28	- 13	163	100	+ 63
1928 .....	163	72	+ 91	14	26	- 12	177	98	+ 79
1929 .....	184	81	+103	14	27	- 13	198	108	+ 90
1930 .....	167	67	+100	13	25	- 12	180	92	+ 88
1931 .....	141	52	+ 89	12	19	- 7	153	71	+ 82
1932 .....	103	30	+ 73	11	19	- 8	114	49	+ 65
1933 .....	81	30	+ 51	8	14	- 6	89	44	+ 45
1934 .....	96	36	+ 60	10	14	- 4	106	50	+ 56
1935 .....	107	48	+ 59	10	16	- 6	117	64	+ 53
1936 .....	129	54	+ 75	13	21	- 8	142	75	+ 67
1937 .....	149	65	+ 84	17	22	- 5	166	87	+ 79
1938 .....	134	66	+ 68	15	20	- 5	149	86	+ 63
1939 .....	137	67	+ 70	12	14	- 2	149	81	+ 68
1940 .....	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941 .....	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942 .....	79	24	+ 55	3	3	-	82	27	+ 55
1943 .....	87	34	+ 53	2	3	- 1	89	37	+ 52
1944 .....	117	57	+ 60	3	3	-	120	60	+ 60
1945 .....	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946 .....	216	130	+ 86	6	6	-	222	136	+ 86
1947 .....	241	152	+ 89	10	15	- 5	251	167	+ 84
1948 .....	267	113	+154	13	22	- 9	280	135	+145
1949 .....	267	165	+102	18	28	- 10	285	193	+ 92
1950 .....	260	193	+ 67	15	33	- 18	275	226	+ 49
1951 .....	258	246	+ 12	16	34	- 18	274	280	- 6
1952 .....	257	294	- 37	18	47	- 29	275	341	- 66
1953 .....	282	307	- 25	20	58	- 38	302	365	- 63
1954 .....	283	320	- 37	22	69	- 47	305	389	- 84
1955 .....	303	363	- 60	25	86	- 61	328	449	-121
1956 .....	309	391	- 82	28	107	- 79	337	498	-161
1957 .....	325	403	- 78	38	122	- 84	363	525	-162
1958 .....	309	413	-104	40	129	- 89	349	542	-193
1959 <sup>2</sup> .....	351	448	- 97	40	150	-110	391	598	-207

<sup>1</sup> Prior to confederation with Canada in 1949 Newfoundland was classed as an overseas country.

<sup>2</sup> Subject to revision.

**TABLE 2. Number of Non-Resident Motorists Travelling on Customs Permits<sup>1</sup> who Departed from Canada in January - September 1959, classified by Length of Visit**

Days stay	Number of permits	% of total permits	Number of car days	Average persons per car	Number of persons	Number of person-days
1 .....	766, 149	34.79	766, 149	3.28	2, 516, 486	2, 516, 486
2 .....	453, 564	20.60	907, 128	3.00	1, 361, 064	2, 722, 128
3 .....	254, 972	11.58	764, 916	2.95	751, 298	2, 253, 894
4 .....	164, 088	7.45	656, 352	2.88	472, 900	1, 891, 600
5 .....	109, 941	4.99	549, 705	2.88	316, 204	1, 581, 020
6 .....	78, 527	3.57	471, 162	2.89	226, 589	1, 359, 534
7 .....	67, 668	3.07	473, 676	2.99	202, 586	1, 418, 102
8 .....	75, 287	3.42	602, 296	3.17	238, 877	1, 911, 016
9 .....	44, 998	2.04	404, 982	3.03	136, 342	1, 227, 078
10 .....	28, 723	1.30	287, 230	2.95	84, 851	848, 510
11 .....	20, 763	0.94	228, 393	2.89	59, 978	659, 758
12 .....	16, 760	0.76	201, 120	2.88	48, 286	579, 432
13 .....	14, 961	0.68	194, 493	2.95	44, 115	573, 495
14 .....	15, 281	0.69	213, 934	3.04	46, 397	649, 558
15 .....	16, 586	0.75	248, 790	3.13	51, 989	779, 835
16 .....	9, 336	0.42	149, 376	2.94	27, 486	439, 776
17 .....	6, 079	0.28	103, 343	2.84	17, 268	293, 556
18 .....	4, 329	0.20	77, 922	2.69	11, 660	209, 880
19 .....	3, 495	0.16	66, 405	2.61	9, 134	173, 546
20 .....	3, 048	0.14	60, 960	2.65	8, 072	161, 440
21 .....	2, 918	0.13	61, 278	2.65	7, 732	162, 372
22 .....	2, 904	0.13	63, 888	2.69	7, 826	172, 172
23 .....	2, 232	0.10	51, 336	2.68	5, 986	137, 678
24 .....	1, 766	0.08	42, 384	2.58	4, 548	109, 152
25 .....	1, 529	0.07	38, 225	2.52	3, 855	96, 375
26 .....	1, 363	0.06	35, 438	2.53	3, 443	89, 518
27 .....	1, 447	0.07	39, 069	2.48	3, 588	96, 876
28 .....	1, 529	0.07	42, 812	2.47	3, 779	105, 812
29 .....	1, 897	0.09	55, 013	2.61	4, 959	143, 811
30 - 39 .....	10, 120	0.46	338, 975	2.43	24, 591	823, 799
40 - 49 .....	3, 958	0.18	174, 929	2.42	9, 593	424, 011
50 - 59 .....	2, 863	0.13	155, 148	2.38	6, 807	368, 871
60 - 69 .....	2, 540	0.12	162, 801	2.45	6, 212	398, 127
70 - 79 .....	1, 654	0.08	122, 915	2.45	4, 049	300, 881
80 - 89 .....	1, 342	0.06	113, 303	2.36	3, 167	267, 390
90 - 99 .....	1, 003	0.05	94, 286	2.20	2, 202	206, 988
100 - 119 .....	1, 132	0.05	123, 127	2.32	2, 622	285, 195
120 - 139 .....	765	0.03	98, 357	2.22	1, 698	218, 312
140 - 169 .....	890	0.04	137, 099	2.23	1, 988	306, 232
170 - 199 .....	1, 140	0.05	208, 801	2.22	2, 536	464, 494
200 - over .....	2, 536	0.12	595, 197	2.80	7, 094	1, 664, 962
<b>Totals .....</b>	<b>2, 202, 083</b>	<b>100.00</b>	<b>10, 182, 713</b>	<b>3.07</b>	<b>6, 749, 857</b>	<b>29, 092, 672</b>
Average length of stay .....			per car 4.62			per person 4.31

<sup>1</sup> Exclusive of commuters, summer residents and locals.

**TABLE 3. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> which Departed from Canada During January - September 1959, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit**

Ports of entry	Ports of exit	Number of permits by length of stay			Total
		1 day	2 days	3 days and over	
<b>Section 1. Traffic within Ontario:</b>					
(a) St. Lawrence River Ports .....	Fort Erie and Niagara Falls .....	495	3,161	9,452	13,108
	Lake Erie Ports .....	—	5	10	15
	St. Clair and Detroit River Ports .....	739	2,401	2,774	5,914
	Sault Ste. Marie .....	121	729	1,244	2,094
	Western Ontario Ports .....	—	—	101	101
	St. Lawrence River Ports .....	21,830	15,681	63,164	100,675
	All Ports in Canada .....	25,188	24,600	91,354	141,142
(b) Fort Erie and Niagara Falls .....	St. Lawrence River Ports .....	1,114	6,826	17,004	24,944
	Lake Erie Ports .....	7	54	70	131
	St. Clair and Detroit River Ports .....	81,265	56,844	15,133	153,242
	Sault Ste. Marie .....	95	1,081	3,534	4,710
	Western Ontario Ports .....	—	3	293	296
	Fort Erie and Niagara Falls .....	169,969	79,329	165,853	415,151
	All Ports in Canada .....	252,474	144,938	219,765	617,177
(c) Lake Erie Ports .....	St. Lawrence River Ports .....	—	2	14	16
	Fort Erie and Niagara Falls .....	—	40	119	159
	St. Clair and Detroit River Ports .....	11	41	70	122
	Sault Ste. Marie .....	—	—	14	14
	Western Ontario Ports .....	—	—	—	—
	Lake Erie Ports .....	1	9	55	65
	All Ports in Canada .....	12	92	287	391
(d) St. Clair and Detroit River Ports	St. Lawrence River Ports .....	564	2,610	4,057	7,231
	Fort Erie and Niagara Falls .....	84,817	53,578	20,558	158,953
	Lake Erie Ports .....	45	58	51	154
	Sault Ste. Marie .....	14	362	6,152	6,528
	Western Ontario Ports .....	—	1	205	206
	St. Clair and Detroit River Ports .....	102,130	36,111	97,828	236,069
	All Ports in Canada .....	187,588	93,098	139,667	420,353
(e) Sault Ste. Marie .....	St. Lawrence River Ports .....	130	1,086	1,779	2,995
	Fort Erie and Niagara Falls .....	66	1,811	4,969	6,846
	Lake Erie Ports .....	—	—	5	5
	St. Clair and Detroit River Ports .....	1	504	5,641	6,146
	Western Ontario Ports .....	—	25	346	371
	Sault Ste. Marie .....	3,837	3,348	25,093	32,278
	All Ports in Canada .....	4,090	7,559	42,135	53,784
(f) Western Ontario Ports .....	St. Lawrence River Ports .....	—	—	73	73
	Fort Erie and Niagara Falls .....	—	—	300	300
	Lake Erie Ports .....	—	—	—	—
	St. Clair and Detroit River Ports .....	—	1	213	214
	Sault Ste. Marie .....	—	21	454	475
	Western Ontario Ports .....	9,732	10,688	45,216	65,636
	All Ports in Canada .....	9,876	11,886	51,706	73,468

<sup>1</sup> Exclusive of commuters, summer residents and locals.

**TABLE 3. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> which Departed from Canada During January - September 1959, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit - Continued**

Ports of entry	Ports of exit	Number of permits by length of stay			Total
		1 day	2 days	3 days and over	
Section II. Traffic from Ontario to Other Provinces:					
St. Lawrence River Ports .....	All Ports in Quebec .....	1,813	3,927	12,798	18,538
All Ports in Ontario West of Kingston and East of Port Arthur .....	All Ports in Quebec .....	92	1,832	28,639	30,563
All Ports in Ontario .....	All Ports in Quebec .....	1,903	5,759	41,530	49,192
	All Ports in the Maritime Provinces	16	168	5,697	5,881
	All Ports in Manitoba .....	142	1,140	3,695	4,977
All Ports in Western Ontario .....	All Ports in Manitoba .....	142	1,140	3,609	4,891
All Ports in Ontario .....	All Ports in Ontario .....	477,163	275,070	492,092	1,244,325
	All Ports in Canada .....	479,228	282,173	544,915	1,306,316
Section III. Traffic from the Maritime Provinces to Other Provinces:					
All Ports in the Maritime Provinces ..	All Ports in Quebec .....	327	576	4,059	4,962
	All Ports in Ontario .....	18	177	3,217	3,412
	All Ports in the Maritime Provinces	97,116	25,437	68,830	191,383
	All Ports in Canada .....	97,461	26,190	76,125	199,776
Section IV. Traffic from Quebec to Other Provinces:					
All Ports in Quebec .....	All Ports in Ontario on the St. Lawrence River .....	1,558	3,850	9,473	14,881
	All Ports in Ontario West of Kingston and East of Port Arthur .....	57	1,391	16,662	18,110
	All Ports in Ontario .....	1,612	5,241	26,075	32,928
	All Ports in the Maritime Provinces	378	422	6,299	7,099
	All Ports in Quebec .....	98,617	67,027	128,387	294,031
	All Ports in Canada .....	100,611	72,690	160,810	334,111
Section V. Traffic from Manitoba to Other Provinces:					
All Ports in Manitoba .....	All Ports in Ontario .....	87	998	3,772	4,857
	All Ports in Western Ontario .....	87	995	3,706	4,788
	All Ports in Saskatchewan .....	70	136	844	1,050
	All Ports in Alberta .....	—	24	984	1,008
	All Ports in British Columbia .....	—	7	915	922
	All Ports in Yukon Territory .....	—	—	372	372
	All Ports in Manitoba .....	15,106	7,591	16,478	39,175
	All Ports in Canada .....	15,263	8,756	23,405	47,424

<sup>1</sup> Exclusive of commuters, summer residents and locals.

**TABLE 3. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> which Departed from Canada During January - September 1959, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit - Concluded**

Ports of entry	Ports of exit	Number of permits by length of stay			Total
		1 day	2 days	3 days and over	
Section VI. Traffic from Saskatchewan to Other Provinces:					
All Ports in Saskatchewan .....	All Ports in Manitoba .....	57	96	961	1,114
	All Ports in Alberta .....	15	87	1,236	1,338
	All Ports in British Columbia .....	4	21	980	1,005
	All Ports in Yukon Territory .....	—	—	910	910
	All Ports in Saskatchewan .....	3,328	2,759	8,711	14,798
	All Ports in Canada .....	3,396	2,978	13,177	19,551
Section VII. Traffic from Alberta to Other Provinces:					
All Ports in Alberta .....	All Ports in Manitoba .....	—	42	1,418	1,460
	All Ports in Saskatchewan .....	16	161	1,290	1,467
	All Ports in British Columbia .....	259	1,202	10,812	12,273
	All Ports in Yukon Territory .....	—	—	5,079	5,079
	All Ports in Alberta .....	8,409	4,257	11,432	24,098
	All Ports in Canada .....	8,684	5,671	31,357	45,712
Section VIII. Traffic from British Columbia to Other Provinces:					
All Ports in British Columbia .....	All Ports in Manitoba .....	—	4	797	801
	All Ports in Saskatchewan .....	7	11	663	681
	All Ports in Alberta .....	158	653	8,207	9,018
	All Ports in Yukon Territory .....	131 <sup>2</sup>	310 <sup>2</sup>	4,994	5,435
	All Ports in British Columbia .....	60,946	53,512	108,651	223,109
	All Ports in Canada .....	61,341	54,492	123,940	239,773
Section IX. Traffic from Yukon Territory to Other Provinces:					
All Ports in Yukon Territory .....	All Ports in Manitoba .....	—	—	373	373
	All Ports in Saskatchewan .....	—	—	622	622
	All Ports in Alberta .....	1	—	3,188	3,189
	All Ports in British Columbia .....	93 <sup>2</sup>	326 <sup>2</sup>	3,859	4,278
	All Ports in Yukon Territory .....	72	285	414	771
	All Ports in Canada .....	165	614	8,641	9,420

<sup>1</sup> Exclusive of commuters, summer residents and locals.

<sup>2</sup> Refers to traffic between Pleasant Camp, B.C., and Snag Creek, Y.T.

**TABLE 4. Number of Non-Resident Automobiles which Entered Canada on Customs Permits Through Provinces Indicated and which Departed in the First Nine Months of 1959,<sup>1</sup> classified by U. S. Federal States or Countries of Registration**

State	Nfld. P.E.I. N.S. <sup>2</sup>	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Alabama .....	46	700	403	2,102	63	62	145	196	40	3,757
Alaska .....	3	32	60	235	72	147	624	1,948	4,410	7,531
Arizona .....	13	106	111	1,115	96	60	491	1,047	82	3,121
Arkansas .....	9	146	150	872	47	35	118	143	41	1,561
California .....	146	1,223	1,811	12,333	1,376	828	5,853	41,592	1,055	66,217
Colorado .....	18	219	214	1,904	223	320	1,385	1,525	145	5,953
Connecticut .....	678	9,304	20,120	15,545	46	29	165	220	26	46,133
Delaware .....	46	274	749	1,884	8	6	38	39	4	3,048
Dist. of Columbia ..	67	255	885	1,967	19	7	48	54	6	3,308
Florida .....	197	2,213	3,821	14,431	267	129	589	860	134	22,641
Georgia .....	43	441	631	2,407	53	26	159	197	28	3,985
Idaho .....	11	75	90	442	48	84	1,172	4,589	106	6,617
Illinois .....	167	1,376	2,959	53,871	2,013	629	2,080	1,628	200	64,923
Indiana .....	80	624	1,140	25,782	373	169	561	488	93	29,310
Iowa .....	36	245	457	12,889	1,362	675	932	655	106	17,357
Kansas .....	31	397	295	3,459	642	324	671	848	73	6,740
Kentucky .....	31	427	330	4,492	47	38	142	114	31	5,652
Louisiana .....	36	348	364	1,720	80	38	240	254	51	3,131
Maine .....	589	129,743	18,970	3,412	16	6	37	46	14	152,833
Maryland .....	226	1,212	2,944	9,724	56	38	195	229	29	14,653
Massachusetts .....	3,169	22,843	41,802	29,780	96	42	251	318	48	98,349
Michigan .....	137	1,472	2,964	347,074	1,074	442	1,325	1,042	232	355,762
Minnesota .....	23	351	622	36,022	13,869	1,441	2,056	1,080	165	55,629
Mississippi .....	25	93	108	586	31	17	56	80	8	1,004
Missouri .....	35	285	440	7,881	580	169	735	726	75	10,926
Montana .....	4	75	63	665	234	4,048	11,182	2,496	119	18,886
Nebraska .....	18	141	155	2,674	714	389	638	569	49	5,347
Nevada .....	5	36	49	266	27	10	158	542	36	1,129
New Hampshire .....	250	2,730	21,941	3,366	10	7	40	51	2	28,397
New Jersey .....	854	4,684	18,787	34,834	131	72	509	540	66	60,477
New Mexico .....	20	87	134	683	46	46	323	356	54	1,749
New York .....	1,886	9,193	95,794	372,465	355	179	964	908	125	481,869
North Carolina .....	69	538	999	3,568	34	24	148	197	30	5,607
North Dakota .....	9	143	50	1,684	18,987	6,382	502	251	33	28,041
Ohio .....	285	2,524	4,849	133,996	468	209	1,098	896	187	144,512
Oklahoma .....	18	200	164	2,253	222	214	568	591	66	4,296
Oregon .....	27	119	195	1,083	167	172	784	19,518	244	22,309
Pennsylvania .....	761	5,019	12,529	102,958	227	138	691	689	141	123,153
Rhode Island .....	191	1,891	6,721	4,294	11	9	26	52	5	13,200
South Carolina .....	42	378	456	1,499	32	25	79	123	21	2,655
South Dakota .....	4	44	54	1,450	1,060	534	451	307	57	3,961
Tennessee .....	52	442	429	3,580	59	29	162	188	31	4,972
Texas .....	112	1,029	1,015	5,974	453	316	1,740	1,812	274	12,725
Utah .....	5	45	83	599	39	62	1,657	1,490	34	4,014
Vermont .....	69	729	63,901	2,979	10	4	30	26	7	67,755
Virginia .....	242	1,166	2,236	7,510	75	61	187	284	40	11,801
Washington .....	21	92	219	1,774	281	292	1,996	146,947	407	152,029
West Virginia .....	29	241	257	4,750	14	16	55	55	15	5,432
Wisconsin .....	38	527	858	24,823	1,173	411	1,028	757	121	29,736
Wyoming .....	8	8	28	234	57	164	599	291	45	1,434
<b>Totals, U.S. ....</b>	<b>10,881</b>	<b>206,485</b>	<b>334,406</b>	<b>1,311,890</b>	<b>47,443</b>	<b>19,574</b>	<b>45,683</b>	<b>239,854</b>	<b>9,411</b>	<b>2,225,627</b>
<b>Other countries<sup>3</sup> ..</b>	<b>23</b>	<b>51</b>	<b>387</b>	<b>862</b>	<b>38</b>	<b>16</b>	<b>54</b>	<b>227</b>	<b>10</b>	<b>1,668</b>
<b>Grand totals ....</b>	<b>10,904</b>	<b>206,536</b>	<b>334,793</b>	<b>1,312,752</b>	<b>47,481</b>	<b>19,590</b>	<b>45,737</b>	<b>240,081</b>	<b>9,421</b>	<b>2,227,295</b>

<sup>1</sup> Due to a change in procedure data covers the period January-September inclusive.

<sup>2</sup> Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from foreign countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

<sup>3</sup> Other Countries comprise: Australia 6, Austria 3, Bahamas 19, Belgium 10, Bermuda 12, Brazil 2, British Malaya 1, Chile 2, China 2, Colombia 3, Costa Rica 3, Cuba 70, Denmark 4, England 219, Finland 2, France 135, Germany 245, Guam 16, Guatemala 4, Haiti 5, Hawaiian Islands 458, Hong Kong 2, India 2, Ireland 9, Italy 18, Japan 60, Mexico 119, Netherlands 44, Netherlands Antilles 11, New Zealand 4, Nicaragua 5, Norway 2, Panama Canal Zone 91, Peru 5, Philippines 3, Puerto Rico 6, St. Pierre & Miquelon 5, Scotland 1, South Africa 9, Spain 4, Sweden 7, Switzerland 13, Uruguay 1, Venezuela 12, Virgin Islands 3, Wales 2, West Indies Federation 8, Yugoslavia 1.

**TABLE 5. Number of Non-Resident Automobiles which Entered Canada on Customs Permits<sup>1</sup> Through Provinces Indicated and which Departed in 1959 After Remaining Three Days or Over, classified by U.S. Federal States or Countries of Registration**

State	Nfld. P.E.I. N.S. <sup>2</sup>	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Alabama .....	49	164	254	675	51	46	129	130	47	1,545
Alaska .....	3	8	14	94	79	165	686	1,628	5,269	7,946
Arizona .....	14	56	73	471	73	60	406	715	86	1,954
Arkansas .....	10	42	102	274	37	36	102	104	41	748
California .....	158	566	1,382	5,577	1,186	812	4,729	30,921	1,065	46,396
Colorado .....	18	64	166	706	178	281	1,106	847	144	3,510
Connecticut.....	732	5,858	15,393	7,069	43	28	141	148	23	29,435
Delaware .....	47	200	551	1,101	7	6	33	24	4	1,973
Dist. of Columbia.....	72	200	763	1,216	21	6	44	36	5	2,363
Florida.....	224	1,151	2,874	7,861	248	145	508	625	138	13,774
Georgia .....	46	162	387	939	46	23	154	120	31	1,908
Idaho .....	12	24	47	180	37	68	829	2,879	114	4,190
Illinois.....	182	731	2,452	33,269	1,768	620	1,626	953	193	41,794
Indiana.....	82	342	831	14,887	290	164	420	289	95	17,400
Iowa .....	38	121	320	8,481	1,059	677	670	353	105	11,824
Kansas.....	31	120	184	1,747	451	276	479	342	72	3,702
Kentucky .....	34	83	218	2,190	32	36	129	68	38	2,828
Louisiana .....	40	101	250	660	58	30	212	150	52	1,553
Maine .....	639	23,919	11,463	1,100	15	6	32	28	15	37,217
Maryland .....	231	802	2,226	5,440	51	40	167	148	28	9,133
Massachusetts .....	3,514	21,355	33,494	11,969	85	41	219	239	47	70,963
Michigan.....	143	941	2,360	135,825	1,064	496	1,154	758	231	142,972
Minnesota .....	27	118	447	20,227	7,191	1,576	1,398	699	175	31,858
Mississippi .....	26	39	77	217	17	19	46	42	9	492
Missouri.....	40	148	353	4,071	422	156	545	385	79	6,199
Montana.....	4	12	41	210	186	2,534	6,109	1,533	123	10,752
Nebraska.....	20	42	116	1,610	533	363	462	278	51	3,475
Nevada.....	5	15	39	108	23	11	135	429	38	803
New Hampshire .....	274	2,065	11,959	1,195	8	10	37	31	4	15,583
New Jersey.....	932	3,712	14,473	20,646	130	72	433	365	66	40,829
New Mexico.....	20	45	73	228	38	40	262	211	58	975
New York.....	1,941	7,447	50,385	157,824	344	174	853	656	127	219,751
North Carolina .....	74	242	653	1,655	24	25	123	114	31	2,941
North Dakota.....	10	22	31	1,054	7,416	3,831	385	206	33	12,988
Ohio .....	298	1,245	3,572	90,096	437	216	893	529	178	97,464
Oklahoma.....	21	61	123	953	171	156	424	274	64	2,247
Oregon.....	27	52	122	468	131	153	565	15,823	248	17,589
Pennsylvania .....	800	2,888	9,023	61,126	195	133	591	447	144	75,347
Rhode Island.....	209	1,375	5,702	1,743	10	5	26	37	5	9,112
South Carolina .....	44	104	286	516	16	19	84	83	24	1,176
South Dakota.....	4	17	32	674	792	530	337	135	57	2,578
Tennessee.....	56	129	298	1,136	38	26	142	112	33	1,970
Texas.....	121	275	660	2,187	330	251	1,414	991	280	6,509
Utah.....	5	20	54	228	34	52	1,221	855	38	2,507
Vermont.....	71	495	11,538	1,086	10	9	28	22	7	13,266
Virginia.....	260	592	1,655	3,811	63	42	172	185	40	6,820
Washington .....	22	64	157	697	240	253	1,501	76,121	438	79,493
West Virginia .....	30	79	163	2,876	9	15	44	26	16	3,258
Wisconsin.....	44	191	650	15,162	1,050	462	807	457	124	18,947
Wyoming.....	8	5	17	105	47	118	452	200	42	994
<b>Totals, U.S. ....</b>	<b>11,712</b>	<b>78,509</b>	<b>188,503</b>	<b>633,640</b>	<b>26,784</b>	<b>15,313</b>	<b>33,464</b>	<b>142,751</b>	<b>10,375</b>	<b>1,141,051</b>
<b>Other countries<sup>3</sup> .....</b>	<b>25</b>	<b>41</b>	<b>330</b>	<b>514</b>	<b>44</b>	<b>16</b>	<b>51</b>	<b>197</b>	<b>10</b>	<b>1,228</b>
<b>Grand totals .....</b>	<b>11,737</b>	<b>78,550</b>	<b>188,833</b>	<b>634,154</b>	<b>26,828</b>	<b>15,329</b>	<b>33,515</b>	<b>142,948</b>	<b>10,385</b>	<b>1,142,279</b>

<sup>1</sup> Exclusive of commuters, summer residents and locals.

<sup>2</sup> Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from other countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

<sup>3</sup> Other Countries comprise: Australia 5, Austria 3, Bahamas 22, Belgium 8, Bermuda 13, Brazil 2, British Malaya 1, Chile 3, China 2, Colombia 3, Costa Rica 1, Cuba 51, Denmark 5, England 189, Finland 2, France 90, Germany 189, Gibraltar 1, Guam 14, Guatemala 4, Haiti 2, Hawaiian Islands 250, Hong Kong 3, Iceland 2, India 2, Ireland 6, Italy 15, Japan 30, Java 1, Mexico 106, Netherlands 42, Netherlands Antilles 10, New Zealand 4, Nicaragua 2, Norway 2, Panama Canal Zone 53, Peru 5, Philippines 3, Puerto Rico 7, St. Pierre & Miquelon 5, South Africa 14, Spain 4, Sweden 9, Switzerland 13, Uruguay 1, Venezuela 11, Virgin Islands 3, Wales 2, West Indies Federation 12, Yugoslavia 1.

**TABLE 6. Number of Non-Resident Automobiles Travelling in Canada on Customs Permits<sup>1</sup> which Departed in the Years 1955 - 59 (classified by Selected U.S. Federal States of Registration)**

State of origin	1955	1956	1957	1958	1958 <sup>2</sup>	1959 <sup>2</sup>
<b>North Eastern .....</b>	<b>1, 132, 735</b>	<b>1, 149, 815</b>	<b>1, 182, 090</b>	<b>1, 195, 536</b>	<b>1, 002, 781</b>	<b>1, 072, 166</b>
Connecticut .....	47, 196	49, 450	51, 160	49, 929	42, 992	46, 133
Maine .....	114, 649	121, 187	122, 579	148, 807	108, 466	152, 833
Massachusetts .....	107, 760	109, 665	110, 349	108, 858	93, 083	98, 349
New Hampshire .....	30, 150	32, 414	32, 820	33, 157	26, 824	28, 397
New Jersey .....	62, 828	63, 369	65, 855	64, 412	57, 259	60, 477
New York .....	543, 086	548, 690	565, 949	565, 330	481, 434	481, 869
Pennsylvania .....	122, 597	117, 496	128, 194	124, 028	113, 295	123, 153
Rhode Island .....	15, 637	15, 351	15, 024	14, 431	12, 165	13, 200
Vermont .....	88, 832	92, 193	90, 160	86, 584	67, 263	67, 755
% of total .....	45. 3	46. 6	47. 1	47. 3	46. 5	48. 2
<b>Great Lakes .....</b>	<b>791, 755</b>	<b>749, 770</b>	<b>743, 926</b>	<b>732, 166</b>	<b>632, 380</b>	<b>624, 243</b>
Illinois .....	77, 559	71, 665	69, 333	66, 885	60, 183	64, 923
Indiana .....	34, 376	32, 392	31, 112	29, 918	26, 694	29, 310
Michigan .....	494, 204	468, 587	460, 830	457, 983	384, 481	355, 762
Ohio .....	153, 239	145, 713	152, 107	145, 673	132, 595	144, 512
Wisconsin .....	32, 377	31, 413	30, 544	31, 707	28, 427	29, 736
% of total .....	31. 7	30. 4	29. 7	29. 0	29. 3	28. 0
<b>North Western .....</b>	<b>97, 346</b>	<b>98, 114</b>	<b>103, 524</b>	<b>111, 932</b>	<b>97, 884</b>	<b>102, 556</b>
Minnesota .....	52, 711	52, 170	54, 328	57, 739	50, 889	55, 629
Montana .....	19, 486	21, 271	21, 330	22, 388	19, 081	18, 886
North Dakota .....	25, 149	24, 673	27, 866	31, 805	27, 914	28, 041
% of total .....	3. 9	4. 0	4. 1	4. 4	4. 5	4. 6
<b>West Coast .....</b>	<b>275, 628</b>	<b>278, 076</b>	<b>281, 619</b>	<b>288, 323</b>	<b>247, 330</b>	<b>240, 555</b>
California .....	67, 470	67, 730	70, 898	69, 567	63, 215	66, 217
Oregon .....	28, 153	28, 506	28, 122	26, 912	23, 741	22, 309
Washington .....	180, 005	181, 840	182, 599	191, 844	160, 374	152, 029
% of total .....	11. 0	11. 2	11. 2	11. 4	11. 5	10. 8
<b>Other (Remaining States and Foreign Countries) .....</b>	<b>200, 924</b>	<b>193, 856</b>	<b>198, 461</b>	<b>199, 616</b>	<b>177, 083</b>	<b>187, 775</b>
% of total .....	8. 0	7. 8	7. 9	7. 9	8. 2	8. 4
<b>Totals .....</b>	<b>2, 498, 388</b>	<b>2, 469, 631</b>	<b>2, 509, 620</b>	<b>2, 527, 573</b>	<b>2, 157, 458</b>	<b>2, 227, 295</b>

<sup>1</sup> Including commuters, summer residents and locals.

<sup>2</sup> January - September inclusive.

**TABLE 7. Average Expenditure Per Car Declared by Non-Resident Permit-Holding Motorists<sup>1</sup>  
by Selected U.S. Federal States of Registration, 1955 - 59**

State of registration	Average declared expenditure per car					
	1955	1956	1957	1958	1958 <sup>2</sup>	1959 <sup>2</sup>
<b>North Eastern:</b>						
Connecticut.....	68.86	72.58	71.26	69.77	70.67	71.43
Maine .....	24.85	26.18	25.75	23.48	25.00	20.80
Massachusetts .....	81.34	85.38	82.64	82.84	83.08	84.00
New Hampshire .....	44.07	45.70	42.88	51.95	55.63	44.09
New Jersey .....	91.08	97.30	93.35	95.73	92.25	92.98
New York .....	52.62	52.78	53.62	51.98	49.66	51.15
Pennsylvania .....	78.49	78.83	75.23	75.46	76.13	71.39
Rhode Island .....	70.91	71.52	72.83	70.58	70.45	70.81
Vermont .....	15.45	15.69	15.29	16.73	17.26	17.90
<b>Great Lakes:</b>						
Illinois.....	84.76	90.74	89.13	94.34	91.96	106.59
Indiana.....	70.39	72.84	70.43	75.30	72.04	83.99
Michigan .....	28.44	31.85	31.91	30.80	29.13	40.61
Ohio .....	80.45	80.47	76.33	74.98	75.56	75.57
Wisconsin .....	77.41	79.92	82.01	84.65	79.88	87.45
<b>North Western:</b>						
Minnesota .....	64.78	68.13	68.93	81.75	80.09	73.51
Montana .....	60.84	58.77	58.70	59.80	60.46	62.36
North Dakota .....	42.81	44.31	42.59	43.92	43.49	44.05
<b>West Coast:</b>						
California .....	107.47	108.68	107.16	110.12	106.80	115.28
Oregon .....	95.56	97.47	97.10	99.19	95.05	100.07
Washington .....	51.87	52.95	53.22	52.73	50.93	53.55
<b>Other:</b>						
Remaining States and Foreign Countries	89.36	92.27	95.38	99.48	96.22	93.15

<sup>1</sup> Including commuters, summer residents and locals.

<sup>2</sup> January - September inclusive.

**TABLE 8. Number and Expenditures of Canadian Automobiles Returning to Canada in 1959, classified by Length of Visit**

Days stay	Number of cars	% of total cars	Average expenditure per car	Estimated expenditures	% of total expenditures	Number of car days	Average expenditure per car per day
			\$	\$			\$
1 .....	6, 578, 741	81.92	5.00	32, 871, 442	13.98	6, 578, 741	5.00
2 <sup>1</sup> .....	355, 073	4.42	31.54	11, 200, 098	4.76	710, 146	15.77
3 .....	538, 977	6.71	113.00	60, 905, 709	25.91	1, 616, 931	37.67
4 .....	123, 333	1.53	136.82	16, 874, 855	7.18	493, 332	34.21
5 .....	72, 460	0.90	129.39	9, 375, 931	3.99	362, 300	25.88
6 .....	42, 653	0.53	172.50	7, 357, 817	3.13	255, 918	28.75
7 .....	105, 181	1.31	190.95	20, 084, 369	8.54	736, 267	27.28
8 .....	16, 470	0.20	225.46	3, 713, 346	1.58	131, 760	28.18
9 .....	9, 069	0.11	226.16	2, 051, 006	0.87	81, 621	25.13
10 .....	30, 805	0.38	243.62	7, 504, 784	3.19	308, 050	24.36
11 .....	5, 827	0.07	255.64	1, 489, 625	0.63	64, 097	23.24
12 .....	12, 393	0.15	250.33	3, 102, 391	1.32	148, 716	20.86
13 .....	2, 730	0.03	280.56	765, 917	0.33	35, 490	21.58
14 .....	54, 640	0.68	287.36	15, 701, 596	6.68	764, 960	20.53
15 .....	4, 832	0.06	289.47	1, 398, 713	0.59	72, 480	19.30
16 .....	3, 495	0.04	308.31	1, 077, 536	0.46	55, 920	19.27
17 .....	2, 078	0.03	319.77	664, 472	0.28	35, 326	18.81
18 .....	2, 877	0.04	342.39	985, 065	0.42	51, 786	19.02
19 .....	806	0.01	419.57	338, 176	0.14	15, 314	22.08
20 .....	2, 103	0.03	333.03	700, 361	0.30	42, 060	16.65
21 .....	23, 782	0.30	411.80	9, 793, 407	4.17	499, 422	19.61
22 .....	478	0.01	473.54	226, 350	0.10	10, 516	21.52
23 .....	373	—	546.42	203, 814	0.09	8, 579	23.76
24 .....	626	0.01	422.72	264, 625	0.11	15, 024	17.61
25 .....	840	0.01	469.00	393, 963	0.17	21, 000	18.76
26 .....	316	—	366.71	115, 880	0.05	8, 216	14.10
27 .....	258	—	481.82	124, 310	0.05	6, 966	17.85
28 .....	3, 716	0.05	521.51	1, 937, 915	0.82	104, 048	18.63
29 .....	103	—	411.60	42, 395	0.02	2, 987	14.19
30- 39 .....	16, 606	0.21	581.29	9, 652, 881	4.11	513, 624	18.79
40- 49 .....	5, 308	0.07	603.16	3, 201, 565	1.36	231, 694	13.82
50- 59 .....	511	0.01	597.47	305, 309	0.13	28, 304	10.79
60- 69 .....	6, 092	0.08	641.12	3, 905, 703	1.66	366, 068	10.67
70- 79 .....	1, 328	0.02	735.04	976, 139	0.42	97, 329	10.03
80- 89 .....	130	—	979.43	127, 326	0.05	10, 791	11.80
90- 99 .....	3, 221	0.04	809.23	2, 606, 526	1.11	290, 148	8.98
100-119 .....	208	—	1, 068.12	222, 168	0.09	22, 050	10.08
120-139 .....	1, 129	0.01	1, 030.86	1, 163, 836	0.50	136, 451	8.53
140-169 .....	414	0.01	1, 006.18	416, 560	0.18	62, 340	6.68
170-199 .....	567	0.01	1, 154.62	654, 672	0.28	101, 805	6.43
200-over .....	418	0.01	1, 389.30	580, 728	0.25	107, 760	5.39
<b>Totals .....</b>	<b>8, 030, 967</b>	<b>100.00</b>	<b>29.27</b>	<b>235, 079, 281</b>	<b>100.00</b>	<b>15, 206, 337</b>	<b>15.46</b>
Average length of stay .....						per car 1.89	

<sup>1</sup> Includes vehicles staying more than 24 hours and less than 48 hours.

**TABLE 8A. Number of and Average Expenditure Per Day by Canadian Motorists  
Returning to Canada in 1959, classified by Length of Visit**

Days stay	Average persons per car	Number of persons	Number of person-days	Average expenditure per person per day
				\$
1 .....	2.72	17,868,988	17,868,988	1.84
2 <sup>1</sup> .....	2.87	1,018,952	2,037,904	5.50
3 .....	3.01	1,624,205	4,872,615	12.50
4 .....	3.02	372,202	1,488,808	11.33
5 .....	3.12	226,335	1,131,675	8.29
6 .....	3.11	132,758	796,548	9.24
7 .....	3.07	322,853	2,259,971	8.89
8 .....	3.09	50,822	406,576	9.13
9 .....	3.08	27,977	251,793	8.15
10 .....	3.03	93,492	934,920	8.03
11 .....	3.07	17,862	196,482	7.58
12 .....	2.99	37,014	444,168	6.98
13 .....	3.23	8,817	114,621	6.68
14 .....	2.96	167,872	2,350,208	6.68
15 .....	3.16	15,292	229,380	6.10
16 .....	3.03	10,589	169,424	6.36
17 .....	2.94	6,112	103,904	6.40
18 .....	2.99	8,606	154,908	6.36
19 .....	3.04	2,449	46,531	7.27
20 .....	2.88	6,053	121,060	5.79
21 .....	2.95	70,191	1,474,011	6.64
22 .....	2.96	1,414	31,108	7.28
23 .....	3.00	1,119	25,737	7.92
24 .....	3.07	1,919	46,056	5.75
25 .....	3.07	2,575	64,375	6.12
26 .....	3.17	1,002	26,052	4.45
27 .....	3.14	811	21,897	5.68
28 .....	2.91	10,797	302,316	6.41
29 .....	2.41	248	7,192	5.89
30- 39 .....	2.76	45,796	1,416,470	6.81
40- 49 .....	2.61	13,877	605,731	5.29
50- 59 .....	3.18	1,627	90,120	3.39
60- 69 .....	2.75	16,771	1,007,769	3.88
70- 79 .....	2.48	3,292	241,271	4.05
80- 89 .....	2.71	352	29,220	4.36
90- 99 .....	2.40	7,745	697,670	3.74
100-119 .....	2.12	440	46,644	4.76
120-139 .....	2.12	2,399	289,943	4.01
140-169 .....	2.21	915	137,781	3.02
170-199 .....	2.10	1,188	213,305	3.07
200-over .....	2.51	1,050	270,690	2.15
<b>Totals</b> .....	<b>2.76</b>	<b>22,204,778</b>	<b>43,025,842</b>	<b>5.46</b>
Average length of stay .....			per person 1.94	

<sup>1</sup> Includes vehicles staying more than 24 hours and less than 48 hours.

**TABLE 9. Number of Canadian Automobiles Returning to Canada in 1959, classified by Length of Visit, by Province of Re-Entry into Canada**

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	B.C. and Y.T.
1 .....	1,563,478	1,038,990	2,937,688	139,651	78,033	43,216	777,685
2 <sup>1</sup> .....	77,981	87,662	113,278	15,197	4,550	4,950	51,455
3 .....	33,896	110,947	209,886	37,027	15,617	18,447	113,157
4 .....	12,784	35,374	41,556	7,732	2,726	4,606	18,555
5 .....	7,713	27,713	19,979	3,137	1,660	1,985	10,273
6 .....	5,444	15,084	11,055	2,200	1,071	2,265	5,534
7 .....	16,077	32,977	32,997	4,899	1,463	2,507	14,261
8 .....	1,622	4,602	5,491	909	436	688	2,722
9 .....	649	2,217	3,048	489	422	445	1,799
10 .....	2,992	8,550	11,079	1,480	636	926	5,142
11 .....	603	1,570	1,564	412	233	357	1,088
12 .....	1,366	2,460	5,945	216	307	405	1,694
13 .....	318	514	703	28	124	203	840
14 .....	2,244	16,410	20,797	1,966	712	1,258	11,253
15 .....	336	2,434	1,152	133	148	171	458
16 .....	277	593	1,570	95	82	254	624
17 .....	354	293	777	80	23	101	450
18 .....	135	409	1,393	117	128	83	612
19 .....	91	86	266	28	58	74	203
20 .....	231	277	843	45	120	208	379
21 .....	1,132	6,654	10,338	1,200	246	391	3,821
22 .....	27	74	141	13	91	30	102
23 .....	8	65	146	24	—	53	77
24 .....	13	169	206	38	44	22	134
25 .....	99	153	280	25	58	43	182
26 .....	8	65	164	12	23	11	33
27 .....	34	65	73	—	13	11	62
28 .....	105	1,267	1,727	40	28	42	507
29 .....	—	32	44	14	13	—	—
30 - 39 .....	874	5,404	6,700	765	365	506	1,992
40 - 49 .....	86	1,639	2,258	201	121	210	793
50 - 59 .....	38	164	205	14	—	11	79
60 - 69 .....	192	2,078	2,222	231	151	246	972
70 - 79 .....	20	110	659	64	132	169	174
80 - 89 .....	—	80	27	14	9	—	—
90 - 99 .....	26	564	1,099	206	214	202	910
100 - 119 .....	—	—	119	25	37	—	27
120 - 139 .....	46	267	367	24	45	52	328
140 - 169 .....	—	53	245	12	9	10	85
170 - 199 .....	8	93	292	—	51	32	91
200 - over .....	—	60	181	26	36	31	84
<b>Totals .....</b>	<b>1,731,307</b>	<b>1,408,218</b>	<b>3,448,560</b>	<b>218,789</b>	<b>110,235</b>	<b>85,221</b>	<b>1,028,637</b>

<sup>1</sup> Includes vehicles staying more than 24 hours and less than 48 hours.

**TABLE 10. Number and Expenditures of Canadian Travellers Returning to Canada via Rail<sup>1</sup> in 1959, classified by Length of Visit**

Days stay	Number of persons	% of total persons	Average expenditure per person	Estimated expenditures	% of total expenditures	Number of person-days	Average expenditure per person per day
			\$	\$			\$
1.....	10,658	2.8	35.08	373,867	0.7	10,658	35.08
2.....	33,449	8.9	67.15	2,246,097	4.2	66,898	33.57
3.....	62,178	16.6	80.06	4,977,809	9.2	186,534	26.69
4.....	40,990	10.9	95.03	3,895,223	7.2	163,960	23.76
5.....	30,779	8.2	117.13	3,605,239	6.7	153,895	23.43
6.....	20,479	5.5	124.16	2,542,730	4.7	122,874	20.69
7.....	27,914	7.4	122.29	3,413,657	6.3	195,398	17.47
8.....	13,017	3.5	131.68	1,714,115	3.2	104,136	16.46
9.....	6,793	1.8	113.33	769,848	1.4	61,137	12.59
10.....	20,642	5.5	131.21	2,708,360	5.0	206,420	13.12
11.....	4,003	1.1	139.60	558,830	1.0	44,033	12.69
12.....	9,132	2.4	156.77	1,431,587	2.7	109,584	13.06
13.....	4,974	1.3	167.51	833,209	1.6	64,662	12.89
14.....	19,536	5.2	174.05	3,400,198	6.3	273,504	12.43
15.....	7,169	1.9	172.12	1,233,958	2.3	107,535	11.47
16.....	3,458	0.9	185.74	642,305	1.2	55,328	11.61
17.....	3,444	0.9	192.42	662,701	1.2	58,548	11.32
18.....	3,610	1.0	201.52	727,484	1.4	64,980	11.20
19.....	2,070	0.6	218.14	451,556	0.8	39,330	11.48
20.....	4,578	1.2	238.68	1,092,681	2.0	91,560	11.93
21.....	8,236	2.2	244.73	2,015,558	3.7	172,956	11.65
22.....	1,670	0.4	257.94	430,765	0.8	36,740	11.72
23.....	1,697	0.4	280.38	475,797	0.9	39,031	12.19
24.....	1,488	0.4	287.63	427,992	0.8	35,712	11.98
25.....	1,283	0.3	278.32	357,084	0.7	32,075	11.13
26.....	800	0.2	243.75	195,001	0.4	20,800	9.38
27.....	953	0.3	256.55	244,491	0.5	25,731	9.50
28.....	2,096	0.6	276.19	578,902	1.1	58,688	9.86
29.....	750	0.2	299.91	224,933	0.4	21,750	10.34
30- 39.....	10,893	2.9	302.58	3,295,958	6.1	344,913	9.56
40- 49.....	4,109	1.1	356.00	1,462,799	2.7	179,499	8.15
50- 59.....	1,529	0.4	367.58	562,024	1.0	84,054	6.69
60- 69.....	2,976	0.8	486.29	1,447,204	2.7	183,210	7.90
70- 79.....	1,411	0.4	399.22	563,295	1.0	102,602	5.49
80- 89.....	738	0.2	373.56	275,686	0.5	61,038	4.52
90- 99.....	1,271	0.3	542.72	689,798	1.3	116,083	5.94
100-119.....	823	0.2	535.77	440,936	0.8	89,352	4.93
120-139.....	994	0.3	822.41	817,477	1.5	122,945	6.65
140-169.....	1,336	0.4	603.87	806,766	1.5	203,058	3.97
170-199.....	643	0.2	758.68	487,830	0.9	115,202	4.23
200-over.....	835	0.2	1,013.81	846,529	1.6	198,604	4.26
<b>Totals .....</b>	<b>375,404</b>	<b>100.0</b>	<b>143.65</b>	<b>53,928,279</b>	<b>100.0</b>	<b>4,425,017</b>	<b>12.19</b>

<sup>1</sup> Exclusive of in transit.

**TABLE 11. Number and Expenditures of Canadians Returning to Canada via Bus in 1959,  
classified by Length of Visit**

Days stay	Number of persons	% of total persons	Average expenditure per person	Estimated expenditures	% of total expend- itures	Number of person-days	Average expenditure per person per day
			\$	\$			\$
1 .....	22,550	5.2	7.90	178,083	0.4	22,550	7.90
2 .....	49,482	11.3	49.32	2,440,646	5.3	98,964	24.66
3 .....	78,378	18.0	58.81	4,609,198	10.0	235,134	19.60
4 .....	49,780	11.4	62.62	3,117,076	6.8	199,120	15.65
5 .....	28,328	6.5	81.49	2,308,480	5.0	141,640	16.30
6 .....	22,867	5.2	87.87	2,009,276	4.4	137,202	14.64
7 .....	28,701	6.6	100.76	2,891,991	6.3	200,907	14.39
8 .....	14,898	3.4	97.47	1,452,083	3.1	119,184	12.18
9 .....	6,365	1.5	106.13	675,543	1.5	57,285	11.79
10 .....	21,389	4.9	121.07	2,589,608	5.6	213,890	12.11
11 .....	5,421	1.2	123.97	672,022	1.4	59,631	11.27
12 .....	10,616	2.4	132.27	1,404,142	3.0	127,392	11.02
13 .....	3,282	0.7	155.73	511,106	1.1	42,666	11.98
14 .....	23,064	5.3	149.65	3,451,431	7.5	322,896	10.69
15 .....	9,167	2.1	167.45	1,535,018	3.3	137,505	11.16
16 .....	5,556	1.3	181.01	1,005,685	2.2	88,896	11.31
17 .....	2,378	0.5	208.07	494,788	1.1	40,426	12.24
18 .....	2,875	0.7	202.22	581,384	1.3	51,750	11.23
19 .....	1,724	0.4	177.39	305,816	0.7	32,756	9.34
20 .....	4,059	0.9	185.94	754,735	1.6	81,180	9.30
21 .....	6,181	1.4	202.41	1,251,091	2.7	129,801	9.64
22 .....	1,776	0.4	231.18	410,568	0.9	39,072	10.51
23 .....	1,170	0.3	212.12	248,185	0.5	26,910	9.22
24 .....	1,108	0.2	186.70	206,860	0.4	26,592	7.78
25 .....	1,784	0.4	181.55	323,883	0.7	44,600	7.26
26 .....	1,107	0.2	192.94	213,585	0.5	28,782	7.42
27 .....	756	0.2	223.60	169,045	0.4	20,412	8.28
28 .....	2,418	0.5	209.64	506,920	1.1	67,704	7.49
29 .....	279	0.1	233.50	65,146	0.1	8,091	8.05
30 - 39 .....	9,959	2.3	225.12	2,241,995	4.9	315,644	7.10
40 - 49 .....	4,574	1.0	248.58	1,136,984	2.5	201,148	5.65
50 - 59 .....	1,554	0.4	307.16	477,331	1.0	84,366	5.66
60 - 69 .....	3,023	0.7	293.74	887,969	1.9	186,254	4.77
70 - 79 .....	1,402	0.3	296.52	415,717	0.9	103,364	4.02
80 - 89 .....	675	0.2	341.83	230,736	0.5	57,427	4.02
90 - 99 .....	2,270	0.5	429.99	976,082	2.1	207,829	4.70
100 - 119 .....	796	0.2	376.68	299,835	0.6	85,884	3.49
120 - 139 .....	1,729	0.4	506.56	875,836	1.9	211,492	4.14
140 - 169 .....	1,608	0.4	541.09	870,078	1.9	242,259	3.59
170 - 199 .....	1,002	0.3	554.33	555,435	1.2	177,304	3.13
200 - over .....	642	0.1	1,207.14	774,984	1.7	185,785	4.17
<b>Totals .....</b>	<b>436,693</b>	<b>100.0</b>	<b>105.63</b>	<b>46,126,376</b>	<b>100.0</b>	<b>4,861,694</b>	<b>9.49</b>

**TABLE 12. Number and Expenditures of Canadians Returning to Canada via Plane in 1959,  
classified by Length of Visit**

Days stay	Number of persons	% of total persons	Average expenditure per person	Estimated expenditures	% of total expend- itures	Number of person-days	Average expenditure per person per day
			\$	\$			\$
1 .....	23,357	5.5	52.54	1,227,199	1.4	23,357	52.54
2 .....	42,850	10.1	89.24	3,823,821	4.4	85,700	44.62
3 .....	44,775	10.6	115.97	5,192,499	6.0	134,325	38.66
4 .....	44,005	10.4	136.59	6,010,730	6.9	176,020	34.15
5 .....	36,757	8.7	159.60	5,866,433	6.8	183,785	31.92
6 .....	19,853	4.7	176.40	3,502,087	4.0	119,118	29.40
7 .....	27,849	6.6	181.24	5,047,325	5.8	194,943	25.89
8 .....	13,897	3.3	206.17	2,865,095	3.3	111,176	25.77
9 .....	9,208	2.2	213.63	1,967,088	2.3	82,872	23.74
10 .....	24,135	5.7	217.86	5,258,094	6.0	241,350	21.79
11 .....	6,233	1.5	230.49	1,436,623	1.6	68,563	20.95
12 .....	10,469	2.5	232.03	2,429,153	2.8	125,628	19.34
13 .....	5,178	1.2	266.43	1,379,568	1.6	67,314	20.49
14 .....	27,619	6.5	263.92	7,289,155	8.4	386,666	18.85
15 .....	11,590	2.7	278.28	3,225,278	3.7	173,850	18.55
16 .....	7,152	1.7	300.85	2,151,686	2.5	114,432	18.80
17 .....	4,755	1.1	297.11	1,412,781	1.6	80,835	17.48
18 .....	4,959	1.2	334.45	1,658,561	1.9	89,262	18.58
19 .....	2,642	0.6	315.71	834,098	1.0	50,198	16.62
20 .....	5,119	1.2	333.14	1,705,334	2.0	102,380	16.66
21 .....	11,292	2.7	344.38	3,888,685	4.5	237,132	16.40
22 .....	1,792	0.4	342.33	613,462	0.7	39,424	15.56
23 .....	1,919	0.5	347.25	666,366	0.8	44,137	15.10
24 .....	1,056	0.2	350.92	370,576	0.4	25,344	14.62
25 .....	1,897	0.4	363.09	688,786	0.8	47,425	14.52
26 .....	1,175	0.3	364.35	428,106	0.5	30,550	14.01
27 .....	960	0.2	393.38	377,647	0.4	25,920	14.57
28 .....	3,189	0.8	439.98	1,403,084	1.6	89,292	15.71
29 .....	733	0.2	401.14	294,032	0.3	21,257	13.83
30 - 39 .....	12,009	2.8	396.70	4,763,980	5.5	384,829	12.38
40 - 49 .....	4,552	1.1	497.53	2,264,738	2.6	196,265	11.54
50 - 59 .....	1,271	0.3	527.46	670,407	0.8	69,154	9.69
60 - 69 .....	2,015	0.5	499.07	1,005,619	1.2	123,989	8.11
70 - 79 .....	1,512	0.4	589.82	891,804	1.0	110,980	8.04
80 - 89 .....	535	0.1	608.07	325,317	0.4	44,828	7.26
90 - 99 .....	1,089	0.3	696.57	758,569	0.9	99,386	7.63
100 - 119 .....	647	0.2	526.56	340,684	0.4	70,155	4.86
120 - 139 .....	647	0.2	737.01	476,848	0.5	81,204	5.87
140 - 169 .....	872	0.2	948.13	826,773	0.9	129,659	6.38
170 - 199 .....	543	0.1	1,235.16	670,694	0.8	98,112	6.84
200 - over .....	535	0.1	1,599.92	855,955	1.0	149,078	5.74
<b>Totals .....</b>	<b>422,642</b>	<b>100.0</b>	<b>205.53</b>	<b>86,864,740</b>	<b>100.0</b>	<b>4,729,894</b>	<b>18.37</b>

**TABLE 13. State of Destination, Reported by Canadians, Special Survey 1959**  
 Percentage of Persons Reporting Visits of 48 Hours or Over

State of destination	Calendar year	First quarter	Second quarter	Third quarter	Fourth quarter
	per cent				
New York .....	26.55	23.19	28.46	24.18	31.24
Washington .....	11.32	8.43	11.52	12.18	11.41
Florida .....	10.22	26.10	14.31	3.89	6.34
Michigan .....	9.31	7.85	9.02	10.68	8.01
California .....	6.10	9.10	6.58	4.82	5.90
Massachusetts .....	4.41	2.74	2.71	5.80	4.98
Minnesota .....	3.95	2.49	2.90	5.03	4.18
Maine .....	3.55	0.61	1.35	6.24	3.07
Illinois .....	2.29	1.90	1.96	2.11	3.35
New Jersey .....	2.28	0.87	1.68	3.66	1.31
Ohio .....	2.09	2.03	2.05	2.29	1.81
Vermont .....	1.94	0.81	1.02	2.33	3.11
Oregon .....	1.88	1.64	1.73	2.20	1.61
Pennsylvania .....	1.58	1.74	1.46	1.58	1.64
North Dakota .....	1.49	0.80	2.25	1.11	1.76
District of Columbia .....	1.05	0.85	1.59	0.71	1.20
Montana .....	1.01	0.79	0.60	1.52	0.65
New Hampshire .....	0.88	0.18	0.36	1.61	0.58
Idaho .....	0.78	0.64	0.36	1.21	0.56
Virginia .....	0.78	0.48	0.88	0.84	0.75
Connecticut .....	0.73	0.69	0.63	0.69	0.97
Wisconsin .....	0.57	0.38	0.44	0.73	0.53
Indiana .....	0.49	0.28	0.82	0.42	0.36
Texas .....	0.48	0.90	0.63	0.27	0.40
Arizona .....	0.41	1.29	0.50	0.14	0.22
Kentucky .....	0.28	0.17	0.36	0.32	0.17
North Carolina .....	0.28	0.26	0.37	0.29	0.17
Missouri .....	0.27	0.23	0.28	0.17	0.47
Colorado .....	0.26	0.29	0.16	0.32	0.23
Louisiana .....	0.26	0.49	0.26	0.14	0.34
Rhode Island .....	0.22	0.20	0.13	0.29	0.21
Nevada .....	0.21	0.17	0.22	0.13	0.39
Wyoming .....	0.19	0.02	0.08	0.37	0.11
Maryland .....	0.18	0.19	0.20	0.19	0.13
Iowa .....	0.17	0.13	0.21	0.13	0.22
Tennessee .....	0.17	0.08	0.17	0.17	0.21
Georgia .....	0.16	0.22	0.23	0.12	0.11
South Carolina .....	0.15	0.04	0.29	0.08	0.18
Utah .....	0.14	0.10	0.19	0.11	0.15
Oklahoma .....	0.13	0.05	0.37	0.03	0.08
West Virginia .....	0.13	0.09	0.08	0.19	0.08
Alaska .....	0.11	0.08	0.05	0.07	0.31
South Dakota .....	0.10	0.01	0.04	0.19	0.05
Delaware .....	0.09	0.16	0.12	0.05	0.11
Kansas .....	0.09	0.07	0.08	0.11	0.07
Nebraska .....	0.08	0.01	0.10	0.10	0.08
Alabama .....	0.07	0.05	0.05	0.09	0.05
Arkansas .....	0.04	0.03	0.08	0.02	0.04
Mississippi .....	0.04	0.04	0.04	0.04	0.05
New Mexico .....	0.04	0.04	0.03	0.04	0.05
Totals .....	100.00	100.00	100.00	100.00	100.00



**TABLE 15. Number of Foreign Automobiles and Other Vehicles Entering Canada, by Province of Entry, 1955 - 59**

Province of entry	1955	1956	1957	1958	1958 <sup>1</sup>	1959 <sup>1</sup>
<b>Non-permit class — Local traffic<sup>2</sup></b>						
Atlantic Provinces .....	1, 169, 151	1, 385, 993	1, 547, 776	1, 449, 720	1, 110, 449	1, 057, 413
Quebec .....	482, 534	542, 454	594, 244	575, 956	441, 629	444, 746
Ontario .....	3, 758, 160	3, 915, 963	3, 892, 033	3, 878, 340	3, 200, 055	3, 314, 373
Manitoba .....	72, 591	70, 890	75, 240	79, 077	63, 969	64, 834
Saskatchewan .....	31, 956	32, 420	31, 165	29, 741	23, 979	24, 081
Alberta .....	39, 788	32, 069	25, 194	22, 809	17, 584	16, 862
British Columbia .....	128, 583	130, 282	120, 573	130, 909	101, 770	105, 708
Yukon Territory .....	626	995	847	337	268	402
<b>Canada<sup>3</sup> .....</b>	<b>5, 683, 389</b>	<b>6, 111, 066</b>	<b>6, 287, 072</b>	<b>6, 166, 889</b>	<b>4, 959, 703</b>	<b>5, 028, 419</b>
<b>Travellers' vehicle permits<sup>2</sup></b>						
Atlantic Provinces .....	166, 664	174, 698	179, 866	216, 191	166, 427	218, 198
Quebec .....	405, 784	417, 826	425, 870	407, 214	336, 043	341, 343
Ontario .....	1, 549, 942	1, 485, 360	1, 533, 842	1, 499, 740	1, 318, 902	1, 344, 836
Manitoba .....	46, 723	45, 543	49, 178	51, 983	45, 468	48, 394
Saskatchewan .....	18, 910	20, 984	22, 334	23, 231	19, 918	20, 379
Alberta .....	45, 745	47, 916	48, 770	46, 788	43, 512	46, 419
British Columbia .....	283, 469	282, 926	284, 790	292, 768	251, 451	245, 534
Yukon Territory .....	7, 756	9, 191	10, 424	9, 476	7, 788	9, 634
<b>Canada<sup>4</sup> .....</b>	<b>2, 524, 993</b>	<b>2, 484, 444</b>	<b>2, 555, 074</b>	<b>2, 547, 391</b>	<b>2, 189, 509</b>	<b>2, 274, 737</b>
<b>Commercial vehicles</b>						
Atlantic Provinces .....	94, 989	110, 295	105, 709	101, 485	77, 292	72, 266
Quebec .....	86, 979	120, 184	113, 524	96, 256	71, 294	74, 879
Ontario .....	133, 779	156, 942	170, 975	171, 695	124, 968	158, 060
Manitoba .....	12, 717	15, 008	17, 293	23, 010	17, 247	19, 141
Saskatchewan .....	6, 541	8, 502	8, 248	11, 219	9, 067	6, 076
Alberta .....	7, 989	8, 773	8, 028	8, 711	6, 823	6, 189
British Columbia .....	22, 234	29, 834	34, 213	40, 641	31, 074	29, 827
Yukon Territory .....	315	1, 385	172	83	54	93
<b>Canada .....</b>	<b>365, 543</b>	<b>450, 923</b>	<b>458, 162</b>	<b>453, 100</b>	<b>337, 819</b>	<b>366, 531</b>

<sup>1</sup> Period of January - September inclusive.<sup>2</sup> "Non-Permit Class" and Travellers' Vehicle Permits are defined on page 92.<sup>3</sup> Includes 4,263 motorcycles, 29,188 bicycles and 128,175 taxis in 1959.<sup>4</sup> Includes 1,532 motorcycles, 1,649 bicycles and 6,640 other vehicles in 1959.

**TABLE 16. Number of Foreign Automobiles and Other Vehicles Entering Canada,  
by Month of Entry, 1955-59**

Month	1955	1956	1957	1958	1959
<b>Non-permit class — Local traffic<sup>1</sup></b>					
January .....	270, 122	323, 125	322, 675	339, 022	310, 093
February .....	242, 686	297, 624	317, 949	287, 370	289, 476
March .....	269, 088	328, 989	377, 850	363, 894	344, 949
April .....	385, 694	425, 938	441, 457	466, 855	416, 989
May .....	501, 979	511, 769	539, 002	559, 676	549, 872
June .....	584, 817	628, 224	662, 472	624, 144	636, 129
July .....	921, 522	881, 774	900, 959	893, 335	920, 037
August .....	798, 819	844, 405	905, 627	899, 473	948, 944
September .....	545, 478	601, 759	564, 815	525, 934	611, 930
October .....	459, 144	481, 999	467, 680	461, 866	<sup>2</sup>
November .....	352, 799	395, 344	403, 714	389, 134	<sup>2</sup>
December .....	351, 241	390, 116	382, 872	356, 186	<sup>2</sup>
<b>Totals<sup>3</sup></b> .....	<b>5, 683, 389</b>	<b>6, 111, 066</b>	<b>6, 287, 072</b>	<b>6, 166, 889</b>	<sup>2</sup>
<b>Travellers' vehicle permits<sup>1</sup></b>					
January .....	57, 451	56, 076	48, 336	59, 017	56, 519
February .....	52, 332	55, 175	61, 018	52, 592	59, 977
March .....	67, 071	75, 823	85, 669	78, 606	84, 444
April .....	118, 786	105, 632	117, 229	122, 623	110, 716
May .....	200, 671	162, 388	185, 817	202, 419	195, 575
June .....	289, 577	320, 390	329, 904	306, 829	315, 468
July .....	582, 036	541, 715	543, 995	527, 808	573, 138
August .....	515, 078	526, 738	574, 926	587, 647	575, 338
September .....	309, 446	295, 853	269, 367	251, 968	303, 562
October .....	167, 563	164, 666	152, 653	171, 469	<sup>2</sup>
November .....	91, 190	101, 587	101, 577	107, 864	<sup>2</sup>
December .....	73, 792	78, 401	84, 583	78, 549	<sup>2</sup>
<b>Totals<sup>4</sup></b> .....	<b>2, 524, 993</b>	<b>2, 484, 444</b>	<b>2, 555, 074</b>	<b>2, 547, 391</b>	<sup>2</sup>
<b>Commercial vehicles</b>					
January .....	29, 614	38, 264	41, 403	39, 187	40, 034
February .....	28, 612	37, 416	40, 525	35, 049	38, 649
March .....	29, 730	37, 839	41, 080	39, 079	43, 262
April .....	26, 682	32, 958	32, 712	34, 129	42, 172
May .....	29, 597	36, 927	38, 131	38, 563	39, 955
June .....	30, 768	38, 423	37, 676	39, 251	42, 587
July .....	29, 356	35, 997	39, 278	41, 833	42, 712
August .....	31, 614	40, 019	38, 387	35, 623	39, 638
September .....	30, 004	36, 079	35, 355	35, 105	37, 522
October .....	30, 214	41, 486	38, 316	38, 944	37, 935
November .....	31, 869	38, 244	37, 123	35, 636	33, 296
December .....	37, 483	37, 271	38, 176	40, 701	40, 463
<b>Totals</b> .....	<b>365, 543</b>	<b>450, 923</b>	<b>458, 162</b>	<b>453, 100</b>	<b>478, 225</b>

<sup>1</sup> "Non-Permit Class" and Travellers' Vehicle Permits are defined on page 92.

<sup>2</sup> Comparable data not available.

<sup>3</sup> Includes 4,263 motorcycles, 29,188 bicycles and 128,175 taxis in January - September 1959.

<sup>4</sup> Includes 1,532 motorcycles, 1,649 bicycles and 6,640 other vehicles in 1959.

**TABLE 17. Number of Foreign Automobiles and Other Vehicles Entering Canada,  
by Province of Entry, October – December 1959**

Province of entry	Length of stay in Canada		Repeats and taxis	Commercial vehicles
	24 hours or less	over 24 hours		
	October			
Atlantic Provinces .....	21,599	13,508	96,834	7,106
Quebec .....	24,071	26,712	19,870	9,470
Ontario .....	112,101	88,094	164,534	14,728
Manitoba .....	1,642	2,534	3,886	1,604
Saskatchewan .....	683	1,079	1,419	717
Alberta .....	695	1,225	850	653
British Columbia .....	8,131	13,519	6,386	3,383
Yukon Territory .....	10	680	—	274
Canada .....	168,932	147,351	293,779	37,935
	November			
Atlantic Provinces .....	16,103	7,173	91,123	6,497
Quebec .....	19,491	13,327	15,051	7,752
Ontario .....	117,745	92,086	73,373	11,855
Manitoba .....	1,817	1,226	3,426	2,184
Saskatchewan .....	825	588	976	695
Alberta .....	530	565	683	627
British Columbia .....	8,600	8,981	4,168	3,533
Yukon Territory .....	—	496	8	153
Canada .....	165,111	124,442	188,808	33,296
	December			
Atlantic Provinces .....	13,576	6,084	97,859	7,422
Quebec .....	16,836	13,471	13,962	8,757
Ontario .....	125,696	70,691	43,722	16,271
Manitoba .....	3,171	1,272	4,216	2,861
Saskatchewan .....	1,025	632	1,014	684
Alberta .....	588	864	677	593
British Columbia .....	8,729	9,906	4,700	3,780
Yukon Territory .....	—	438	10	95
Canada .....	169,621	103,358	166,160	40,463

**TABLE 18. Number of Foreign Travellers Entering Canada from the United States,  
by Province of Entry, 1955 - 59**

Province of entry	1955	1956	1957	1958	1959
<b>(a) Rail<sup>1</sup></b>					
Atlantic Provinces.....	13,421	12,476	9,881	9,213	7,790
Quebec.....	130,393	121,803	114,742	104,275	97,481
Ontario.....	213,871	183,634	168,527	147,621	130,747
Manitoba.....	22,877	20,482	18,708	17,685	17,806
Saskatchewan.....	11,198	9,329	8,349	6,710	7,429
Alberta.....	1,571	1,580	1,570	1,763	2,095
British Columbia.....	47,241	43,254	44,275	48,130	43,437
Yukon Territory.....	6,856	9,814	10,085	7,464	10,533
<b>Canada.....</b>	<b>447,428</b>	<b>402,372</b>	<b>376,137</b>	<b>342,861</b>	<b>317,318</b>
<b>(b) Boat</b>					
Atlantic Provinces.....	6,809	4,495	4,223	4,832	4,451
Quebec.....	4,773	3,750	5,607	5,734	6,499
Ontario.....	242,866	243,682	258,139	221,443	268,638
Manitoba.....	—	—	—	—	—
Saskatchewan.....	—	—	—	—	—
Alberta.....	—	—	—	—	—
British Columbia.....	115,147	147,547	150,448	99,864	139,757
Yukon Territory.....	—	2	9	4	7
<b>Canada.....</b>	<b>369,595</b>	<b>399,476</b>	<b>418,426</b>	<b>331,877</b>	<b>419,352</b>
<b>(c) Bus<sup>2</sup></b>					
Atlantic Provinces.....	10,260	8,072	8,329	7,523	7,679
Quebec.....	47,153	51,158	59,408	63,839	66,968
Ontario.....	239,086	233,930	255,830	245,161	264,605
Manitoba.....	6,687	6,643	7,185	6,922	7,006
Saskatchewan.....	879	645	168	167	704
Alberta.....	3,265	3,132	6,760	7,180	7,491
British Columbia.....	32,421	34,912	37,551	38,294	36,306
Yukon Territory.....	246	432	—	915	1,368
<b>Canada.....</b>	<b>339,997</b>	<b>338,924</b>	<b>375,231</b>	<b>370,001</b>	<b>392,127</b>
<b>(d) Aeroplane</b>					
Atlantic Provinces.....	13,164	13,032	15,176	15,400	19,484
Quebec.....	77,688	81,309	89,957	92,360	112,382
Ontario.....	118,268	135,075	150,185	156,028	183,362
Manitoba.....	11,909	12,278	15,009	16,303	17,229
Saskatchewan.....	1,465	1,717	1,814	2,608	2,452
Alberta.....	13,237	13,658	19,807	14,617	19,198
British Columbia.....	42,044	46,598	50,206	61,326	67,148
Yukon Territory <sup>3</sup> .....	10,723	11,051	10,487	9,395	9,991
<b>Canada.....</b>	<b>288,498</b>	<b>314,718</b>	<b>352,641</b>	<b>368,037</b>	<b>431,246</b>

<sup>1</sup> After deducting in transit passengers across Southern Ontario.

<sup>2</sup> Exclusive of local bus traffic between border communities but including in transit traffic.

<sup>3</sup> Yukon Territory traffic is practically all in transit to and from Alaska.

**TABLE 19. Number of Foreign Travellers Entering Canada from the United States,  
by Month of Entry, 1955 - 59**

Month	1955	1956	1957	1958	1959
<b>(a) Rail (Gross entries)</b>					
January .....	68,277	73,793	52,636	50,607	52,460
February .....	55,254	59,712	52,861	45,436	39,856
March .....	52,660	58,495	46,413	35,558	39,730
April .....	62,322	59,913	54,316	44,950	39,940
May .....	69,862	63,314	58,119	50,171	47,382
June .....	87,009	89,728	72,750	69,394	64,180
July .....	116,690	106,914	94,177	80,513	77,256
August .....	112,695	103,283	85,252	82,379	74,504
September .....	81,132	76,639	55,803	51,542	49,280
October .....	79,888	60,307	46,248	42,922	40,886
November .....	73,286	53,923	42,680	39,624	41,120
December .....	80,712	76,120	58,438	57,896	55,655
<b>Totals .....</b>	<b>939,787</b>	<b>882,141</b>	<b>719,693</b>	<b>650,992</b>	<b>622,249</b>
<b>(b) Rail (Net entries)</b>					
January .....	26,417	26,733	20,579	22,276	21,262
February .....	25,124	25,150	25,257	26,335	18,564
March .....	22,776	23,508	23,643	17,270	18,736
April .....	26,672	25,001	28,390	20,148	17,684
May .....	31,353	27,060	31,186	26,516	24,060
June .....	46,301	45,293	42,244	40,709	38,859
July .....	65,841	57,610	59,965	49,657	48,717
August .....	61,430	53,428	49,423	48,499	43,214
September .....	36,127	35,724	27,770	26,843	25,623
October .....	38,187	27,329	23,113	20,396	20,335
November .....	34,674	23,701	18,654	18,461	17,491
December .....	32,526	31,835	25,913	25,751	22,773
<b>Totals .....</b>	<b>447,428</b>	<b>402,372</b>	<b>376,137</b>	<b>342,861</b>	<b>317,318</b>
<b>(c) Boat</b>					
January .....	1,151	1,395	1,258	1,815	2,395
February .....	1,133	1,446	1,421	1,691	1,697
March .....	1,650	1,793	2,834	2,174	2,952
April .....	2,953	3,021	3,697	3,669	1,579
May .....	17,648	16,500	21,555	20,406	21,709
June .....	51,100	56,347	56,890	34,932	59,503
July .....	121,281	122,785	134,116	90,942	130,830
August .....	115,902	131,623	135,503	121,662	131,092
September .....	42,050	48,666	45,618	38,947	53,680
October .....	9,224	9,861	10,562	10,300	10,905
November .....	3,038	3,062	3,086	3,007	1,737
December .....	2,465	2,977	1,886	2,332	1,273
<b>Totals .....</b>	<b>369,595</b>	<b>399,476</b>	<b>418,426</b>	<b>331,877</b>	<b>419,352</b>

**TABLE 19. Number of Foreign Travellers Entering Canada from the United States,  
by Month of Entry, 1955 - 59 — Concluded**

Month	1955	1956	1957	1958	1959
<b>(d) Bus<sup>1 2</sup></b>					
January .....	12,898	9,492	10,925	12,689	12,221
February .....	10,813	12,061	12,342	9,721	12,858
March .....	13,597	12,050	13,023	13,718	13,255
April .....	17,481	18,357	21,109	23,025	25,653
May .....	27,100	29,398	35,097	35,350	37,105
June .....	39,108	39,169	47,005	46,726	46,264
July .....	75,419	65,222	74,184	69,870	75,010
August .....	64,503	66,337	78,714	74,284	71,477
September .....	30,947	32,691	34,786	27,807	42,747
October .....	20,162	25,122	19,512	24,417	22,097
November .....	14,981	15,180	15,857	16,933	17,483
December .....	12,988	13,845	12,677	15,461	15,957
<b>Totals .....</b>	<b>339,997</b>	<b>338,924</b>	<b>375,231</b>	<b>370,001</b>	<b>392,127</b>
<b>(e) Aeroplane</b>					
January .....	14,823	16,946	18,817	20,640	21,549
February .....	13,951	16,493	18,295	19,607	21,082
March .....	16,964	18,285	21,427	22,795	23,477
April .....	18,239	20,553	22,732	24,344	29,322
May .....	24,733	27,621	31,664	33,269	38,024
June .....	31,161	38,948	41,028	42,833	49,525
July .....	36,453	37,078	43,901	43,007	53,543
August .....	38,695	38,078	45,077	46,384	54,407
September .....	30,013	31,740	35,708	34,902	43,925
October .....	26,420	27,624	30,173	32,773	37,544
November .....	18,016	21,204	21,942	24,092	29,910
December .....	19,030	20,148	21,877	23,391	28,938
<b>Totals .....</b>	<b>288,498</b>	<b>314,718</b>	<b>352,641</b>	<b>368,037</b>	<b>431,246</b>

<sup>1</sup> Exclusive of local bus traffic between border communities.

<sup>2</sup> Includes a small percentage of in transit passengers across Southern Ontario.

**TABLE 20. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Province of Re-Entry into Canada, 1955 - 59**

Province of re-entry	1955	1956	1957	1958	1959
<b>Length of stay — 24 hours or less</b>					
Atlantic Provinces .....	1,367,434	1,615,748	1,692,852	1,671,214	1,717,825
Quebec .....	952,817	1,086,593	1,169,503	1,116,431	1,080,609
Ontario .....	2,367,938	2,759,531	2,864,208	3,019,548	2,999,515
Manitoba .....	144,013	136,752	137,949	141,089	143,471
Saskatchewan .....	65,055	75,043	86,364	82,622	78,496
Alberta .....	58,247	64,567	51,935	44,593	43,520
British Columbia .....	534,473	569,786	624,361	707,686	789,200
Yukon Territory .....	1,069	1,495	2,449	1,385	1,271
<b>Canada<sup>1</sup> .....</b>	<b>5,491,046</b>	<b>6,309,515</b>	<b>6,629,621</b>	<b>6,784,568</b>	<b>6,853,907</b>
<b>Length of stay — Over 24 hours</b>					
Atlantic Provinces .....	97,943	127,366	152,791	149,265	167,829
Quebec .....	310,199	373,757	403,802	367,941	369,228
Ontario .....	480,086	478,872	476,225	471,324	510,873
Manitoba .....	67,869	65,979	71,864	73,387	79,138
Saskatchewan .....	32,040	31,486	32,481	31,911	32,202
Alberta .....	65,534	65,050	58,552	44,718	42,005
British Columbia .....	186,150	203,723	228,773	235,323	250,477
Yukon Territory .....	381	387	609	386	475
<b>Canada<sup>1</sup> .....</b>	<b>1,240,202</b>	<b>1,346,620</b>	<b>1,425,097</b>	<b>1,374,255</b>	<b>1,452,227</b>
<b>Commercial vehicles</b>					
Atlantic Provinces .....	124,443	137,853	132,536	115,691	118,302
Quebec .....	135,755	183,390	172,788	147,609	143,197
Ontario .....	223,384	232,944	244,371	218,691	255,144
Manitoba .....	25,081	28,125	22,220	26,559	32,469
Saskatchewan .....	10,217	12,156	10,128	8,037	8,476
Alberta .....	12,272	13,138	11,169	11,229	9,435
British Columbia .....	31,653	31,297	32,752	38,880	41,955
Yukon Territory .....	289	355	1,423	511	419
<b>Canada .....</b>	<b>563,094</b>	<b>639,258</b>	<b>627,387</b>	<b>567,207</b>	<b>609,397</b>

<sup>1</sup> Includes 9,229 motorcycles, 55,099 bicycles and 210,838 taxis in 1959.

**TABLE 21. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-Entry into Canada, 1955-59**

Month	1955	1956	1957	1958	1959
<b>Length of stay - 24 hours or less</b>					
January .....	301,042	383,268	399,596	420,733	403,501
February .....	273,870	354,860	404,559	374,721	394,839
March .....	300,795	427,869	492,090	486,951	501,240
April .....	444,174	481,004	536,541	564,198	541,723
May .....	527,307	559,558	587,888	611,769	648,348
June .....	526,692	594,178	644,667	634,245	637,943
July .....	676,355	737,228	737,969	756,732	857,868
August .....	603,177	689,141	719,408	812,532	774,985
September .....	520,679	576,327	601,845	627,393	608,749
October .....	509,508	556,788	533,309	550,348	543,864
November .....	399,258	467,583	481,531	477,600	455,063
December .....	408,189	481,711	490,218	467,346	485,784
<b>Totals<sup>1</sup></b> .....	<b>5,491,046</b>	<b>6,309,515</b>	<b>6,629,621</b>	<b>6,784,568</b>	<b>6,853,907</b>
<b>Length of stay - Over 24 hours</b>					
January .....	29,901	44,702	47,732	52,324	51,856
February .....	28,139	40,440	45,277	43,904	48,679
March .....	35,197	56,831	68,041	68,268	84,997
April .....	91,539	95,988	111,959	103,708	86,072
May .....	103,763	97,891	110,349	100,646	116,685
June .....	95,473	102,719	118,480	111,402	108,328
July .....	229,098	230,627	234,430	220,317	242,715
August .....	212,498	233,583	250,895	264,661	282,549
September .....	146,566	152,261	152,729	141,916	160,793
October .....	129,708	130,197	124,798	126,082	124,637
November .....	73,940	83,674	85,387	77,465	73,674
December .....	64,380	77,707	75,020	63,562	71,242
<b>Totals<sup>1</sup></b> .....	<b>1,240,202</b>	<b>1,346,620</b>	<b>1,423,097</b>	<b>1,374,255</b>	<b>1,452,227</b>
<b>Commercial vehicles</b>					
January .....	40,328	58,587	66,131	53,973	55,089
February .....	36,718	61,397	62,256	50,981	49,554
March .....	37,379	52,016	54,107	48,366	48,310
April .....	40,980	42,682	44,607	41,696	45,977
May .....	49,327	49,300	51,601	45,720	48,937
June .....	51,448	50,890	49,634	44,326	51,730
July .....	49,445	52,550	54,167	45,251	52,703
August .....	51,345	54,034	51,965	43,880	49,054
September .....	51,113	51,334	48,087	46,349	52,545
October .....	52,097	57,800	51,223	50,309	53,258
November .....	47,245	52,597	46,992	43,144	47,151
December .....	55,669	56,071	46,617	53,212	55,089
<b>Totals</b> .....	<b>563,094</b>	<b>639,258</b>	<b>627,387</b>	<b>567,207</b>	<b>609,397</b>

<sup>1</sup> Includes 9,229 motorcycles, 55,099 bicycles and 210,838 taxis in 1959.

**TABLE 22. Number of Canadians Returning from the United States, by Province of Re-Entry into Canada, 1955 - 59**

Province of re-entry	1955	1956	1957	1958	1959
<b>(a) Rail</b>					
Atlantic Provinces .....	13,407	14,201	12,596	12,096	9,766
Quebec .....	153,252	155,634	136,478	129,716	117,452
Ontario .....	216,000	222,747	205,094	180,553	172,955
Manitoba .....	22,533	22,085	20,629	18,716	18,216
Saskatchewan .....	4,888	4,069	3,462	3,154	2,260
Alberta .....	2	—	—	—	—
British Columbia .....	70,210	65,745	65,118	60,122	58,546
Yukon Territory .....	792	1,356	1,635	1,023	1,323
<b>Canada .....</b>	<b>481,084</b>	<b>485,837</b>	<b>445,012</b>	<b>405,380</b>	<b>380,518</b>
<b>(b) Boat</b>					
Atlantic Provinces .....	34,140	21,701	21,661	16,335	15,031
Quebec .....	2,892	1,865	3,401	3,370	3,351
Ontario .....	45,047	45,995	37,557	65,954	81,293
Manitoba .....	—	—	—	—	—
Saskatchewan .....	—	—	—	—	—
Alberta .....	—	—	—	—	—
British Columbia .....	28,202	32,563	32,581	30,834	24,710
Yukon Territory .....	4	23	13	23	29
<b>Canada .....</b>	<b>110,285</b>	<b>102,147</b>	<b>95,213</b>	<b>116,516</b>	<b>124,414</b>
<b>(c) Bus<sup>1</sup></b>					
Atlantic Provinces .....	13,971	12,663	12,608	10,042	10,284
Quebec .....	76,014	78,064	78,333	77,139	81,697
Ontario .....	263,159	225,803	235,042	223,230	226,642
Manitoba .....	25,323	28,599	29,000	27,385	23,244
Saskatchewan .....	878	877	392	141	145
Alberta .....	5,130	5,268	5,087	4,302	4,652
British Columbia .....	80,822	84,223	93,259	92,846	90,029
Yukon Territory .....	56	126	—	23	—
<b>Canada .....</b>	<b>465,353</b>	<b>435,623</b>	<b>453,721</b>	<b>435,108</b>	<b>436,693</b>
<b>(d) Aeroplane</b>					
Atlantic Provinces .....	7,987	8,913	9,583	11,624	13,892
Quebec .....	78,140	91,544	98,868	102,758	120,259
Ontario .....	121,855	147,902	166,496	180,921	209,493
Manitoba .....	6,239	6,698	7,204	8,016	10,331
Saskatchewan .....	414	565	733	1,164	1,626
Alberta .....	5,482	5,248	8,044	7,984	12,180
British Columbia .....	33,189	38,774	41,035	47,619	53,929
Yukon Territory .....	608	648	689	1,020	932
<b>Canada .....</b>	<b>253,914</b>	<b>300,292</b>	<b>332,652</b>	<b>361,106</b>	<b>422,642</b>

<sup>1</sup> Exclusive of local bus traffic between border communities.

**TABLE 23. Number of Canadians Returning from the United States,  
by Month of Re-Entry into Canada, 1955 - 59**

Month	1955	1956	1957	1958	1959
<b>(a) Rail (Gross entries)</b>					
January .....	37,832	38,793	34,340	32,926	34,258
February .....	29,352	31,848	30,116	24,971	26,242
March .....	34,274	35,580	42,179	29,087	36,606
April .....	49,399	52,322	43,125	39,124	31,447
May .....	36,960	34,951	34,450	30,075	29,555
June .....	34,150	32,758	30,163	28,505	25,608
July .....	51,285	49,722	47,452	40,005	36,596
August .....	50,972	55,947	50,191	52,799	43,233
September .....	40,170	42,045	36,607	33,428	30,284
October .....	46,452	42,718	36,319	34,758	31,418
November .....	32,557	30,896	28,484	26,451	26,142
December .....	37,681	38,257	31,586	33,251	29,129
<b>Totals .....</b>	<b>481,084</b>	<b>485,837</b>	<b>445,012</b>	<b>405,380</b>	<b>380,518</b>
<b>(b) Rail (Net entries)</b>					
January .....	37,403	38,365	33,957	32,421	33,920
February .....	28,952	31,513	29,786	24,613	25,907
March .....	33,816	35,139	41,762	28,640	36,189
April .....	48,684	51,909	42,603	38,487	30,920
May .....	36,491	34,463	34,022	29,541	29,102
June .....	33,707	32,318	29,626	28,017	25,223
July .....	50,721	49,252	46,769	39,543	36,065
August .....	50,269	55,360	49,466	52,336	42,774
September .....	39,692	41,638	36,151	32,968	29,871
October .....	45,912	42,254	35,788	34,353	31,009
November .....	32,041	30,362	27,954	26,050	25,739
December .....	37,009	37,721	31,003	32,785	28,685
<b>Totals .....</b>	<b>474,697</b>	<b>480,294</b>	<b>438,887</b>	<b>399,754</b>	<b>375,404</b>
<b>(c) Boat</b>					
January .....	3,774	2,652	2,626	2,748	2,295
February .....	2,660	3,176	2,866	3,647	3,006
March .....	2,864	3,360	2,928	3,777	4,307
April .....	4,497	3,970	4,784	5,351	2,651
May .....	6,312	5,258	5,287	5,224	5,719
June .....	10,233	9,175	10,388	9,430	13,720
July .....	25,386	21,433	19,018	26,004	33,524
August .....	23,721	26,994	21,528	34,560	34,107
September .....	13,755	11,236	10,753	12,868	14,365
October .....	6,766	6,814	6,495	5,017	6,040
November .....	5,620	3,552	4,954	4,667	2,888
December .....	4,697	4,527	3,586	3,223	1,792
<b>Totals .....</b>	<b>110,285</b>	<b>102,147</b>	<b>95,213</b>	<b>116,516</b>	<b>124,414</b>

**TABLE 23. Number of Canadians Returning from the United States,  
by Month of Re-Entry into Canada, 1955 - 59 — Concluded**

Month	1955	1956	1957	1958	1959
	<b>(d) Bus<sup>1</sup></b>				
January .....	25,367	20,279	22,300	21,365	23,679
February .....	22,897	19,023	19,451	19,253	20,529
March .....	26,504	23,722	28,887	23,868	31,462
April .....	36,533	34,923	37,585	35,225	32,551
May .....	43,420	40,637	37,889	38,654	37,806
June .....	48,872	51,987	51,371	51,728	50,715
July .....	68,664	61,656	59,642	59,037	55,455
August .....	62,790	68,496	70,879	67,281	63,717
September .....	48,347	41,277	45,309	39,566	39,174
October .....	34,189	27,824	33,262	33,137	34,698
November .....	24,646	23,591	23,057	23,484	23,339
December .....	23,124	22,208	24,089	22,510	23,568
<b>Totals .....</b>	<b>465,353</b>	<b>435,623</b>	<b>453,721</b>	<b>435,108</b>	<b>436,693</b>
	<b>(e) Aeroplane</b>				
January .....	20,159	23,884	28,486	31,634	32,882
February .....	17,001	22,245	24,847	26,087	29,644
March .....	22,854	27,857	32,860	33,142	41,929
April .....	25,976	32,125	32,289	37,011	42,302
May .....	21,741	26,588	29,573	31,042	37,389
June .....	19,417	25,165	24,442	27,512	32,701
July .....	18,932	20,864	25,402	27,060	30,391
August .....	20,657	24,653	29,374	33,650	36,566
September .....	23,100	25,446	27,971	27,229	36,968
October .....	25,226	28,543	29,738	33,550	37,783
November .....	19,833	23,213	24,403	28,623	32,785
December .....	19,018	19,709	23,267	24,566	31,302
<b>Totals .....</b>	<b>253,914</b>	<b>300,292</b>	<b>332,652</b>	<b>361,106</b>	<b>422,642</b>

<sup>1</sup> Exclusive of local bus traffic between border communities.

### **Classification Definitions used in this Report**

1. "Commercial Vehicles" are trucks used for commercial purposes.
2. Highway Traffic not classified as commercial vehicles consists of automobiles, taxis, motorcycles and bicycles.

### **3. Foreign Vehicles Inward**

A traveller's vehicle permit is issued at the port of entry by Customs officers to every foreign vehicle entering Canada. This document authorizes the use of the vehicle during the intended length of stay in Canada and is surrendered when departing at the port of exit.

Residents of border communities who make many trips during the year are entitled to apply for a standing (L) traveller's vehicle permit. The operator of the vehicle covered by the standing (L) traveller's vehicle permit must show the document on each entry into Canada. All visits made after the original visit when the permit was issued are recorded as "Repeats" and entered under the appropriate heading. Persons holding this type of permit are usually familiar to port officials.

Permits showing entry into Canada and exit to the United States on the same day are entered in the first column with length of stay in Canada as 24 hours or less. The remainder of the travellers' vehicle permits (including the first trip of standing (L) permits) are recorded in the second column with length of stay as over 24 hours. Repeat trips of vehicles using standing (L) permits are recorded in the third column captioned "Repeats and Taxis." Taxis operate under a special permit and, therefore, are not included in columns 1 or 2.

### **4. Canadian Vehicles Inward**

Canadian vehicles returning to Canada are classified by length of stay, depending upon whether they are abroad for more or less than 24 hours.

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